STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, " Leadenhall Street. PARIS AND EUROPE:-Ameder Prince & Co. 38, Rue Lafayette, Paris.

NEW YOLK :- ANDREW WIND, 21, Park AUSTRALIA, TASMANIA, AND NEW ZEALAND :-GORDON & GOTOH, Melbourne and Sydney.

SAN FRANCISCO and Ameri | Ports generally :- BEAN & BLACK, L. M. Fran-SINGAPORE, STRAITS, &c :- SAYLE & Co., Square, Singapore. C. HEINBERN

OHINA: - Macao, F. A. DE CRUZ. Swa-tow, Quelon & Co. Amoy, Wilson, Nicholis & Co. Foochow, Henge & Shamhai, LANE, CRAWFORD & Co., and KRLLY & WALSH. Yokohama, LANE, CRAWFORD & Co., and KELLY

### Banks.

NOTICE.

DULES OF THE HONGKONG SAVINGS' BANK

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3 : Saturdays, 10 2.—Sums less than \$1, or more than \$250

at one time will not be received. No depositor may deposit more than \$2,500 in any one year. 3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Cor-

poration on fixed deposit for 12 months at 5 per cent: per annum interest. .- Interest at the rate of 32 per cent. per annum will be allowed to depositors on their daily balances.

5. -Each Depositor will be supplied gratis with a Pass-Book which must be presonted with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and begin-

ning of July. 6 .- Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China. Offices of the Company, Peddar's Street,

7. - Withdrawals may be made on demand, on TUESDAY, the 23rd February instant, but the personal attendance of the depositor or his duly appointed agent, at 2.30 p.m., to receive a Statement of and the production of his Pass-Book are necessary.

For the HONGRONG & SHANGHAI BANKING T. JACKSON. Chief Manager.

HONGKONG & SHANGHAI BANKING CORPORATION. RESERVE FUND,.....\$4,500,000 RESERVE FOR EQUALIZATION ) 8 500,000 OF DIVIDENDS, .....

Hongkong, May 7, 1885.

RESERVE LIABILITY OF PRO- \$7,500,000 PRINTOES, ..... COURT OF DIRECTORS. Chairman-Hon. F. D. Sassoom. Deputy Chairman-A. Molves, Esq. BOTTOMLEY, H. HOPPIUS, Esq. E. H. M. HUNTING-

TON. Esq. Hon. W. KESWICK. A. P. MoEwer, Esq. M. GROTS, Esq. CHIEF MANAGER.

Hongkong,.....THOMAS JACKSON, Esq. MANAGER. LONDON BANKERS .- London and County

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent, per annum on the daily

For Fixed Deposits :-For 3 months, 3 per cent. per annum. 4 per cent. " 5 per cent. " LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON,

Hongkong, December 31, 1885. THE NEW ORIENTAL BANK CORPOBATION, LIMITED.

Chief Manager.

HONGKONG & SHANGHAI BANKING AUTHORISED CAPITAL £2,000,000 PAID-UP £ 500,000

REGISTERED OFFICE, 40. THEEADNEEDLE STREET, LONDON.

BRANCHES: In India, China, Japan and the Colonies.

buys and sells Bills of Exchange, an Ordinance to renew and supplement the Report of the Directors for the year issues Letters of Credit, forwards Bills for the Hongkong & Shanghai Bank Ordinance ending 31st December, 1885. Collection, and transacts Banking and Agency Business generally on terms to be had on application.

Ordinance was granted. APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the Balances of such Claims, purchased 1 .- By an immediate Payment in Cash of not less than 90 % for the whole

2. At 100 %. Payment being made in - Fally paid Scrip of the Corporation's 81 per cent, Perpetual Debenture Stock, carrying interest from date of issue, and exchangeable for Stock ATOTICE is hereby given that Warrants of \$100 with Half-Yearly Interest Coupons attached, on the Corporation will be CLOSED from the Sorip being made up to any even 13th to the 27th February current (both multiple of \$100.

HOLDERS OF THIS STOCK incur no liability whatever. H. A. HERBERT,

Manager, Hongkong Branch. Hongkong, February 15, 1886.

號十二月二年六十八百八千一英

SANDER & Co.

Notices of Firms.

NOTICE.

MR. THEODOR VON DER HEYDE,

NERS in our Firms in HAMBURG and

NOTIOE.

THE INTEREST and RESPONSIBILITY of

Mr. O. KWOK CHAK in our Firm

HOP HING HONG.

132, Bonham Straud.

Mr. O. CHUN KAU is Admitted a

Dated 2nd February, 1886.

CEASED on the 3rd Instant.

PARTNER from the 4th Instant.

Hongkong, February 10, 1886.

Intimations.

HONGKONG RACES-HOLIDAYS.

THE Undermentioned BANKS will be

Public Business, at Noon, on WEDNES-

DAY, THURSDAY, FRIDAY and SATUR-DAY, the 24th, 25th, 26th and 27th Inst.

For the Chartered Mercantile Bank of

JOHN THURBURN.

For the Chartered Bank of India, Aus-

T. H. WHITEHEAD,

For the 'Hongkong and Shanghai Bank-

For the Comptoir d'Escompte de Paris,

For the New 'Oriental Bank Corporation,

HONGKONG FIRE INSURANCE

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

HE Seventeenth Ordinary Annual

MEETING of SHAREHOLDERS in

Accounts to the 31st December, 1885, the

elect a Consulting Committee and Auditors.

The Transfer BOOKS of the Company

will be CLOSED from the 10th to the 23rd

day of February instant, both days inclusive.

Hongkong, February 5, 1886.

JARDINE, MATHESON & Co.,

THE HONGKONG AND KOWLOON

WHARF, GODOWN AND CARGO-

BOAT COMPANY.

THE Company will receive STRAMERS

Wharves at Kowloon, and Land, Re-ship,

and/or Store GENERAL CARGOES, SILE.

OPIUM, COTTON, GRAIN OF MERCHANDISE IN

First-Class Granite Godowns at Cheap Rates.

Also Coars in specially constructed Sheds.

For the convenience of Commanders and

Storers the Company's launch Hongkong will

convey to and fro those interested FREE OF

CHARGE, starting from the Pedder's Wharf

EVERY HOUR from 6 s.m. to 5 p.m., and

from the Whari at Kowloon at the half-

W. KERFOOT HUGHES,

Pedder's Street

For further Particulars, apply to

Hongkong, February 17, 1886.

HONGKONG & SHANGHAI BANKING

CORPORATION.

NTOTICE is hereby given that the Or-

will be held at the CITY HALL, Hongkong,

on SATURDAY, the 27th day of February

current, at Noon, for the purpose

of receiving the Report of the Court of

By Order of the Court of Directors.

CORPORATION.

may seem fit, the time for which the said

Hongkong, February 12, 1886. 299

HONGKONG & BHANGHAI BANKING

CORPORATION.

IN REGISTER of SHARES of the

days inclusive), during which period no

Transfer of Shares can be registered.

Hongrong, February 6, 1886.

T. JACKSON,

Chief Manager

By Order of the Court of Directors,

T. JACKSON,

Chief Manager.

Accounts to 31st December, 1885.

Hongkong, February 6, 1886.

and SAILING VESSELS alongside their

General Managers,

Hongkong Fire Insurance Co., Ltd.

Hongkong, February 19, 1886.

H. A. HERBERT,

Manager, Hongkong.

Acting Manager, Hongkong.

C. C. INCHBALD,

T. JACKSON,

Chief Manager.

Manager, Hongkong.

Report of the General Managers, and to select from.

India, London and China,

tralia and China,

CLOSED for the Transaction of

HONGKONG.

of Hamburg, and Mr. GOTTFRIED

HONGKONG, SATURDAY, FEBRUARY 20, 1886.

Business Notices.

BRUNO ROBERT BECKER, of Hong-kong, have This Day been Admitted PART-TATILL Burn any mineral Oil, consuming less per Candle light than any other Lamp known.

230 No smell under any condition. Cannot by any possible accident explode.

Most simple to trim and fill, and has only one wick. Gives a whiter and more powerful Light than any Lamp everinvented. No. 1 burner gives a Light of 43 Candles; No. 2 burner gives a Light of 63 Candles, with a diminution of only 4 % after 6 hours' burning, consuming one pint of oil in five hours and three hours and a half respectively.

ONE HANGING LAMP will light a Room 20 feet square at a cost of 2 cent per hour.

LANE, CRAWFORD & Co. are now SELLING these LAMPS in KLEGANT PATIERNA FRICE FROM \$8.00 EACH. TOS

LANE, CRAWFORD & Co. Hongkong, February 12, 1886.

GREAT CLEARANCE SALE (FOR CASH).

MONDAY NEXT, 1st February, 1886, WITH a View to make Room for NEW SPRING GOODS, a large portion of their STOCK at greatly reduced prices.

THE SEASON'S ACCUMULATION OF REMNANTS, REMNANTS OF SILES, DRESS Goods, PRINTS, UALICOES, LININGS, CLOTHS, FLANNELS, CRETONNES, RIBBONS, LACES, NEEDLEWORK, &c., &c., &c.

VICTORIA EXCHANGE, January 30, 1886.

W. POWELL & Co.

Dress Suit.

\$30.00.

order, fast in

color and

suitable to the

climate.

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL). -While advertising our 'Speci-347 Scotch Tweed

Suit, \$15.00. Over 100 patthe above Company will be held at the Tweeds Exceptionally Good value to

alties' we also wish to draw the attention of our Customers to our, now, complete Stock or TWEED SUITINGS, COAT INGS, TROUSERINGS, SER-GES, FLANNELS, &c. A large and choice selection of the newest FABRICS of English, Scotch and Continental Manufacture,

from medium to the very finest qualities.

Hongkong, October 1, 1885.

Victoria. Praya and Queen's Road Central, Hongkong.

THIS Extansive and well-appointed Establishment, situated in one of the most central and alry positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much en-

larged and improved and is new one of the principal Horas in the place. The ROOMS are spacious, well ventilated and have just been reformshed in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious,

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS. HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken. Messrs. DORABJEE & HING KEE,

Proprietors. Hongkong, September 16, 1885.

BOOKS ON NAVIGATION AND MARINE ENGINEERING. Rosser's Navigation with Tables. Reed's Engineer's Hand Book. 331 Particulars of Marine Engines, Boilers, &c. Winton's Modern Steam Practice and

Engineering. Seaton's 'Manual of Marine Engineering.' Molesworth's 'Pocket Book of Engineering Formula. Shock on Steam Boilers. 'Instructions to Surveyors of Ships.' dinary Yearly MEETING of the SHAREHOLDERS in this Corporation

Donaldson's 'Drawing and Royal Sketching for Marine Engineers. Donaldson's Rough Working Drawings for First Class Engineers. Lee's 'Laws of Shipping and Insurance. Dangers of the Modern Rule of the Road Directors, together with a Statement of

at Sea, by Capt. Colomb.

Reed's 'New Guide to Local Marine Exa-Lecky's Wrinkles in Navigation. Bergen's Navigation. Norries' Navigation.

'International Code of Signals.' Bergen's 'Guide to Local Marine Naviga-Bedford's 'Sailor's Pocket Book.' Lighthouses of the World and Fog Signals. Burdwood's Sun's True Bearing or Azi-

muth Tables. Davis' 'Sun's True Bearing or Azimuth Tables. Stevens on Stowage.

Intimations.

THE HONGKONG DAIRY.

MAR. KENNEDY having received a

wimber of First ClassMILCH COWS

is again in a position to SUPPLY his old

customers and the Community with FRESH

Hongkong, February 17, 1886.

punctually attended to.

Orders sent to the REPOSITORY will be

WILLIAM DOLAN, Deceased.

by the Supreme Court of Hongkong in its

Dated the 9th day of February, 1886.

W. H. RAY,

KELLY & WALSH, LIMITED, HONGKONG.

Intimations.

THE OHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby further given that THE Seventeenth Ordinary MEETING of SHAREHOLDERS in the Coming, an EXTRAORDINARY General pany will be held at the Company's OFFICE, MEETING will be held at the same place, No. 45, Queen's Road, Victoria, at THREE immediately after the Ordinary Moetfor the purpose of considering and passing, o'Clock in the AFTERNOON of TUESDAY, if approved, a Resolution authorizing the the 23rd February instant, for the purpose THE Bank RECEIVES Money on Deposit, Court of Directors to apply for and accept of receiving a Statement of Accounts, and The Transfer BOOKS of the Company 21 years, or for such term as the Governor will be CLOSED from the 10th to the 23rd 1866, and to extend for a further term of Instant, both days inclusive.

By Order, JAS. B. COUGHTRIE, Secretary

Hongkong, February 5, 1886. NOTIOE.

HOR the Convenience of Customers, the Probate Jurisdiction) are hereby required Productions of the CHIMA SUGAR to send in Writing Particulars of their REFINING COMPLNY, LIMITED, can hence- Claims to the Undersigned, on or before forward be obtained by RETAIL, FOR the 8th day of August, 1886, after which CASH, at No. 3, PEEL STREET, at the same time the Undersigned will proceed to disprices as at the Refinger, or Retail tribute the Assets of the Deceased, among Orders will be delivered at addresses in the Persons entitled thereto having regard town on applicants forwarding their Monthly only to the Claims of which he shall then Requirements in writing direct to the have had Notice.

RETIRERY at East Point By Order of the Court of Directors; JARDINE, MATHESON & Co., T. JACKSON General Agents. Chief Manager. Hongkong, July 27, 1885,

Executor of the Estate of the late WILLIAM DOLAN, Deceased.

Intimations.

HONGKONG JOCKEY CLUB-24th, 25th and 26th February.

Rule 15. - Admission to the Grand Stand and ENCLOSURE for MEMBERS of JOUKEY CLUB, Free; for Non-Members, 85 for the Meeting. For Admission to the New Stand

Rule 16 .- TICKETS OF ADMISSION to the GRAND STAND and ENCLOSURE to be had on application to J. THURBURN, Esq., Hon. Treasurer, and at the Gute on Race Days. No one admitted without a Ticket, to be shown to the Gate-keeper. H. J. H. TRIPP, Clerk of the Course.

Hongkong, February 18, 1886.

HONGKONG JOCKEY CLUB. THE STEWARDS request the pleasure of Double-winged Wardrobe, Toller Table

1 the Presence of the LADIES at the and GLASS, and WASHSTAND. GRAND STAND and ENCLOSURE during the RACES on the 24th, 25th and 26th Instant, By Order, H. J. H. TRIPP,

Clerk of the Course. Hongkong, February 18, 1886.

JARDINE, MATHESON & Co.'s PIERS AND GODOWNS, WEST POINT.

THESE are now in Working Order,-STEAMERS are BERTHED at the Wharf, and CARGO RECEIVED and STORED at Cheap

The GODOWNS are two storied, dry, airy, and well suited for the STORAGE of SILE, COTTON and WOOLLEN: PIECE GOODS, DE Well as GENERAL MERCHANDISE. Advances made on Cargo stored.

For Rates and further Particulars, apply to the MANAGER, or to JARDINE, MATHESON & Co. Hongkong, December 2, 1885.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE Ordinary Yearly MEETING

SHAREHOLDERS will be held in the OFFICES of the Company, No. 14, Praya Central, on WEDNESDAY, the 3rd March, gt 3 p.m., for the purpose of receiving the Report of the Directors and Statement of Accounts to December 31st, 1885. England Super-The Transfer BOOKS of the Company will be CLOSED from the 18th Instant to the 3rd March, both days inclusive.

By Order of the Board of Directors, D. GILLIES, Secretary. Hongkong, February 12, 1886.

THE HONGKONG AND WHAMPOA DOCK COMPANY.

NYOTICE is hereby given that an extraordinary Meeting of Shareholders will be held at the Registered Office of the above named Company No. 14 Praya Central, Victoria, Hongkong, on WEDNES-DAY, the third day of March, 1886, at 3.15 of the clock in the afternoon, for the purpose of passing a Special Resolution to authorize the Board of Directors to increase the Capital of the Company by the issue of Two Thousand five hundred (2,500) shares of \$125, each at fifty per cent. premium, in accordance with the provision of Article No. 7 of the Articles of Association. of

the said Company. Dated the 12th day of February, 1888. By order of the Board of Directors, D. GILLIES,

Secretary.

SPECIAL RESOLUTION. RESOLVED that the Capital of the Company be increased to the sum of \$1,562,500.00 legally current from

time to time in the Colony of Hongkong by the issue of 2500 new sheres of \$125.00 each, and that the Directors be authorized to issue these shares at a premium of fifty per cent, as fully paid up shares, similar in all respects to the existing shares of the Company's capital. Subject to any direction to the contrary that may be given by the meeting that sanctions the increase of capital, all new shares, shall be offered to the members in proportion to the existing shares hold by them, and such offer shall be made by notice specifying the number of new shares to which the member is entitled, and limiting a time within which the offer, if not accepted, will be deemed to be declined, and after the expiration of such time, or on the receipt of an intimation from the member to whom such notice is given that he declines to accept the Shares offered. the Directors may dispose of the same in such manner as they think most beneficial to the Company.

THE HONGKONG ICE COMPANY, LIMITED.

ATOTICE is hereby given that An EXTRAORDINARY GENERAL MEETING of the HONGKONG ICE COMPANY, LIMITED, will be held at the REGISTERED OFFICE of the Company, (Taking Cargo & Passengers of TO, NEW-Peddar's Street, Victoria, Hongkonz, at Noon, on THURSDAY, the 4th day of CHWANG, TIENTSIN, NGTSZE.) PURSUANT to an Order of the Supreme Peddar's Street, Victoria, Hongkong, at Court of Hongkong made on the 8th Noon, on THURSDAY, the 4th day of day of February, 1886, Norice is HEREBY March, 1886, for the purpose of Confirming GIVEN that all Persons having CLAIMS the Resolution for amending the Articles against the Estate of the above-named of Association by striking out Article 34 WILLIAM DOLAN, late of Victoria in and substituting in lieu thereof an Article the Colony of Hongkong (who died at No. provided for the subdivision of the existing 48, Queen's Road Central, Victoria, afore. Shares of \$100 each of the said Company, said on or about the 10th day of December, and which was duly proposed and passed at 248 1885, and to whose Personal Estate and the Extraordinary Meeting of the Company Effects Probate was granted to the Under- held on the 17th February, 1886. signed on the 13th day of January, 1880,

If the aforesaid Resolution be duly confirmed, a Resolution for the aubdivision of the existing Shares of the Company of \$100 each into Shares of \$25 each will be proposed at such Meeting, and if passed by the reced quisite majority will be su missolufor confirmation as a Special Radinary tion to a subsequent Extraordly con-General Meeting to be d' JARDINE, MATHESAcgera

Hongkong, February

日七十月正年戌丙 Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. HUNGERFORD, to Sall y Public Auction, on

MONDAY.

the 22nd February, 1886, at 2 p.m., or his Residence, No. 3, Morrison Hill,-THE WHOLE OF HIS HOUSEHOLD FURNITURE, &c. comprising :-

CRETONNE-COVERED DRAWING-ROOM SUITE, OTTOMAN, BLACKWOOD MARBLE-TOP. TABLES and TEA-POYS, VIENNA CHAIRS, and DAVENPORT. EXTENSION DINING TABLE, SIDEBOARD, WHATNOTS, DINNER, DESSEET and BREAK-FAST SETS, GLASS and PLATED WARE, DU-PLEX KEROSINE TABLE LAMPS. DOUBLE and SINGLE IRON REDSTEADS.

Also, A COTTAGE PIANO, by LUNAU LUBECK. PLANTS.

Ero. Catalogues will be issued. TERMS OF SALE. -As customary. J. M. ARMSTRONG.

Auctioncer. Hongkong, February 16, 1886.

AUCTION SALE OF ELEGANT HOUSEHOLD FURNITURE, &c., ANE, CRAWFORD & Co. have been

instructed to Sell by Public Auction, TUESDAY.

the 29rd February, 1886, at 2 p.m., at the Residence of S. G. Bino, Esq., Rockery, Robinson Road,-THE WHOLE OF HIS

ELEGANT HOUSEHOLD FURNITURA

comprising :-CRETONNE-COVERED CHAIRS, COUCHES, BLACK WALNUT WHATNOTS, SIDE TABLES, MIRRORS. GASALIER, CARPETS, FENDERS, DINING TABLE, SIDEBOARD, GLASS, CROCK-HRY and PLATED WARE, BRASS BEDSTEADS. Spring Mattresses, Wardrobs with Mir. ROR FRONT, DRESSING TABLES, TOILET

A COTTAGE PIANO, by J. BRINSMEAD

The Furniture will be on view on Monday, the 22nd Instant, from 10 c'Clock til 4 o'Clock p.m. LANE, CRAWFORD & Co.,

Auctioncers. Hongkong, February 15, 1886.

Shipping.

Steamers. FOR HOIHOW AND BANGKOK. THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY, LIMITED.

The Company's Steamer Capt. J. Nawron, will be despatched for the above Ports on SUNDAY, the 21st Instant, at

Daylight. For Freight or Passage, apply to YUEN FAT HONG, Agents

Hongkong, February 18, 1886. DOUGLAS ETEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANEOO. The Co.'s Steamship

Captain Poccock, will be despatched for the above Ports on SUNDAY, the 21st Instant, at For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers. Hongkong, February 17, 1886. OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY.

Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW. CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship

Capt. MILLICAN, will be despatched as above on MONDAY, the 22nd Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, February 15, 1886. OCEAN STEAMSHIP COMPAN FOR SHANGHAI VIA AL Ports on the YA Co.'s Steamship The Devcalion,

Captain Asquire, will be despatched as above on the 24th Instant. WEDNESD Ant or Passage, apply to BUTTERFIELD & SWIRE,

Longkong, February 17, 1886. TEAM TO BOMBAY VIA STRAITS Steamship will leave for the above places on SATURDAY, 27th February, at

Superintendent. P. & O. S. N. Co.'s Office, 333 . Hongkong, February 19, 1880.

A. MOLVER,

\* PRICE, \$2 PER MONTH.

Shipping. Steamers.

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG, VIA SUEZ CANAL. (Taking Cargo at through rates for HAVRE,

ANTWERP, AMSTERDAM, ROT-TERDAM AND BREMEN.) The Steamship W. R. COURTNEY, Com-mander, will be dos-

ontched for the above Ports, on or about the 25th Inst.

For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, February 12, 1886. EASTERN AND AUSTRALIAN STEAMSHIP COMPANY,

LIMITED. FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENS. LAND PORTS, and taking through Cargo to NEW ZEALAND, TAS. MANIA, &c.) The Steamship

Captain Green, will be despatched for the above Ports on SATURDAY, the 27th Instant, at

For Freight or Passage, apply to RUSSELL & Co.,

Hongkong, February 11, 1886. SINGAPORE, HAVRE AND

HAMBURG, VIA SUEZ CANAL The Steamship Captain Voss, will be despatched for the above

Ports on SATURDAY, the 27th Instant, at For Freight or Passage, apply to SIEMSSEN. & Co.,

Agents. Hongkong, February 18, 1886. NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, VIA SAIGON AND SINGAPORE. The Co.'s Steamship

Capt. DE HAAN, will be despatched as above on or about the 27th Instant. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Hongkong, February 18, 1886. 337

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM FOR SINGAPORE, PENANG, COLOMBO.

BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE. (Taking Cargo at through rates to CAL CUTTA, PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIC PORTS.)

The Co.'s Steamship Elektra. Dept G. RAGUSIN, Will be despatched as above on TUESDAY, the 2nd of March, at Noon. For further Particulars, regarding Freight and Passage, apply to the Admyov of the Company, Praya Central

O. BACHRACH, Hongkong, February 17, 1886.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS. The Co. a Steams Saghalie Commandant SHANGHAI shortly after

CHAMPEAUX, G. DE Hongkong, Februa

NOTICE. RIE DES MESSACKRIKS MARITIMES.

QUEBOT POSTE FRANCAIS. The Co.'s Steamship Commandant DU TEMPLE, will be despetched for KOBE and YOKOHAMA shortly after the

arrival of the Mail Steamer from Europe. G. DE CHAMPEAUX,

Hongkong, February 15, 1886. Sailing Vessels.

FOR SAN FRANCISCO. The \*A. 1 British Barque W. Malcolw, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, February 6, 1886 The 3/3 L 1.1. British Barque

The P. & O. S. N. Co.'s FOR VICTORIA, BRITISH COLUMBIA. George

WM. GRINT, Master, will load
here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, January 6, 1886.

QUEEN'S ROAD CENTRAL. VE FOR SALE

#### THE FOLLOWING ORES.

York HAMS. Roll BUTTER. Topocan BUTTER. French BUTTER.

EPP'8 COCOA. VAN HOUTEN'S COCOA. Picnic TONGUES. MACKEREL in 5th Tins. RAISINS and CURRANTS. Crystallized FRUITS.

SAVORY & MOORE'S Now Infant FOOD. BARNES & Co. SJAMS. Potted MEATS. PATE DE FOIS GRAS.

Swiss MILK.

BORDEN'S CON ENSED

COOKING STOVES. LAMPS.

KEROSINE WINES, &c.

GILBEY'S Sparkling SAUMUR, Pts. & Qts. SACCONE'S MANZANILLA. SACCONE'S Old Invalid PORT. Old Bourbon WHISKY. BURKE'S Old Irish WHISKY. Royal Glendes WHISKY. MARSALA.

THE USUAL ASSORTMENT

OILMAN'S STORES,

Lowest Possible Prices FOR CASH.

Macewen, frickel & Co.

Hongkong, February 10, 1886. FOR SALE.

TULES MUMM & OH-A-MPAGNE Pints......\$21 n n 2 Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND

WHITE WINES. Baxter's Celebrated 'Barley Bree' WHISKY,-37# per Case of 1 dez. GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884.

Notices to Consignees.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED. FROM BATAVIA, SINGAPORE, AND SAIGON.

THE Company's S.S. Celebes having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into JARDINE, MATHESON & Co.'s West Point Godowns, whence delivery may be

22nd Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Jugkong, February 15, 1886.

Advertisements. EAMSHIP COMPANY, DOUGLAS FOR AMOY AND TAMSUL The Co.'s Steamship Captain WYLLIE, will be

Ports on TUESDAY, the 23rd Instant, at For Freight or Passage, apply to DOUGLAS LAPRAIK & Con General Managers.

Hongkong, February 20, 1886. THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY, The Co.'s Steamship Diamante.

Capt. McCastan, will be despatched for the above Port on TUESDAY, the 23rd Instant, at 5 p.m. For Freight or Passage, apply to

RUSSRLL & Co., General Managers. Hongkong, February 20, 1886. OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL The Co.'s Steamship Priam,
Captain Burren, will be
despatched as above on FRIDAY, the 26th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agenta.

Hongkong, February 20, 1889.

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE, &c. The Steamship

Capt. WILLIAMS, will be MORROW, the 21st Instant, at Daylight. This Vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, February 20, 1886. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW. The Co.'s Steamship Captain HUNTER, will be Ports on WEDNESDAY, the 24th Iust., at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, February 20, 1886.

THE GIBB LINE OF STEAMERS. FOR BRISBANE, SYDNEY AND MELBOURNE.

Taking through Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA and NEW ZEALAND.)

The Steamship. Captain Done, will be despatched as above on FRIDAY, the 26th Instant, at 4 p.m. The Steamer has superior Accommodation for First-class Passengers. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Hongkong, February 20, 1886.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

Have the honor to announce that the PERFORMANCE OVERLAND ROUTE.

will be Repeated on

FRIDAY NEXT, 26th February, at 9 p.m. Tickets (\$2 each) may be obtained from Messrs. Lane, CRAWFORD & Co.'s, on and after Tuesday next, 23rd February, at 9 a.m.

H. M. THOMSETT, Hon. Secretary. Hongkong, February 20, 1886.



CEALED TENDERS, in duplicate, will be Received by the Undersigned, until 10 a.m. of WEDNESDAY, the 3rd Proximo, from Persons desirous of SUPPLYING the undermentioned ARTICLES for the Use of H. M. Navy for the year 1886-87:-

RAISINS. BISCUIT, RICE, SOFT BREAD; SUGAR, FLOUR, FRESH BEEF. TEA. POTATOES, WATER. VEGETABLES,

Printed Forms of Tenders and further

Particulars can be obtained at the NAVAL STOREKERPER'S Office. The right to reject the lowest or any Tender is reserved.

W. H. LOBB, Naval & Victualling Storekeeper. H. M. Victualling Yard, Hongkong, 20th February, 1886. NOTIOE.

PPLICATIONS, in writing, for the post of SECRETARY of the Hong-KONG CLUB will be Received by the Under-Cargo remaining undelivered after the signed up to the 20th March, 1886. By Order of the Committee.

HONGRONG CLUB. 20th February, 1886.

EDWARD BEART,

Stocks.

BANKS.

INSUBANCES.

Hongkong and Shanghai Bank Corp. 60,000 8

North-China Insurance Co., Ld..... 5,000 £

Yangisze Insurance Company, Ld.... 8,000 £

China Traders' Insurance Co., Ld. ... 24,000 \$

Canton Insurance Office Co., Ld..... 10,000 \$

Chinese Insurance Co., Limited ..... 1,500 \$

Hongkong Fire Insurance Co., Ld.". 8,000 \$

China Fire Insurance Co., Ld. ..... 20,000 \$

HK. C. and M. Steamboat Co., Ld. 8,000 \$

Douglas Steamship Co., Limited .... 20,000 \$

Indo-China S. N. Company, Limited 18,387 &

H'kong & Whampon Dock Co., Ld. 10,000 \$

HK. and China Gas Co., Limited. 1 5,000 E

Hongkong Hotel Company, Lt. ... \$,000 \$

China Sugar Company, Limited 9,000 \$
Hongkong Ice Company, Limited 1,250 \$
Hongkong Bakery Company, Ld. 600 \$
Luzon Sugar Company, Limited 7,000 \$
Perak Tin Mining & S'ting Co. 2,000 \$
Selangore Tin Mining Co. (S'hai) 2,500 \$
Punjom & Sunghie Dua Samatan 40,000 \$

Hikong Rope Manufactory Co., Ld. 3,0008

1884 B.....

H. & M. Glass Manufacturing Co. ...

Chinese Imperial |831 .....

Sugar Debentures, 1880 ...

STRAM COMPANIES.

Ohina and Manila S. S. Co., Ld.....

Juion Insurance Society Co., Ld. ... 2,000 \$

# SHIPPING

ARRIVALS.

February 20 1886 -Volya, French steamer, 885, du Temple Yokohama February 13, and Kobe 15, Maila and General.—Messageries Maritimes. Triumph. German steamer, 674. J. Schuldt, Haiphong via Hoihow February 15, Ballast. - WIRLER & Co.

Canton, British steamer, 1;111, Bremmer, Shanghai Fubruary 17, General. - JARDINE, MATHESON & Co. Fidelio, German steamer, 852, H. Breck,

Saigon February 15, Rice, - WIELER & Co. Jason, British steamer, 1,411, Milligan, London January 2, and Singapore Feb. 13, General .- BUTTERFIELD & SWIRE. Djemnah French str., 3,755, Vaquier,

Shanghai February 18, Mails and General, -MESSAGERIES MARITIMES. Madras, British str., 1,396, H. Plenge, Saigon February 14, Rice and Paddy .-

Kong Beng, British steamer, 852, R. Jones, Bangkok February 12, General .-YUEN FAT HONG. Hailoung, British steamer, 277, J. S. Wyllie, Tamsui February 18, and Amoy 19, Ballast, - DOUGLAS STEAMSHIP Co.

DEPARTURES. February 20:-Nam-vian, for Haiphong. Yung Ching, for Shanghai. 355 Lataria, for Foothow. Esmeralda, for Manila. Ningpo, for Shanghai. Moray, for Saigon. Canton, for Whampon.

McBeth, for Singapore.

CLEARED. Gerda, for Whampon. Drachenfels, for Saigon, Whampon, for Port Darwin and Sydney. Taichiow, for Hoihow and Bangkok. Vortigern, for Saigon. Picciola, for Saigon. Thales, for Coast Ports.

Elsa, for Shanghai. PASSENGERS.

Per Volga, for Hongkong : from Yoko; hama, Mrs S. Hatz, and Hono, from Kobe. Mr Low. From Yokohama: for Saigon. Mr Huon. From Kobe: fr Singapore. Mr H. Minekichi; for Marseilles, Mr Per Triumph, from Haiphong, &c., 3

Per Canton, from Shanghai, Mr Salvares and family, and to Chinese. Per Juson, from London, &c., Mrs Page, 2 children and servant; from Penang, Mr Babington; from Singapore, Mr Mitchell,

and 330 Chineso. Per Djemnah, from Shanghai : for Hongkong, Mr and Mrs Cameron, Mr and Mrs J. Simpson Measrs S. Reynell, B. Pallamountain, E. M. Browne, F. V. da Fonseca, C. Vincent Smith, F. Cass, J. H. E. Water and G. E. York, and 6 Chinese, Per Madras, from Saigon; 12 Chinese.

Per Kong Beng, from Bangkok, Mr and Mrs Goulé, and 16 Chinese. Per Hailoon I, from Tameni, &c., 3 Chi- (Taken at Mesers Falconer & Co.'s Premises,

Per Nam-vian, for Haiphong, Mr Allain, Capt. Muller, and 94 Chinese deck. Per Esmeralda, for Manila, 2 Europeans. and 3 Chinese.

Per Yung Ching, for Shanghai, 4 Chinese. Per Ningpo, for Shanghai, 1 European, and 7 Chinese. Per Moray, for Saigon, 12 Chinese. Per McBeth, for Singapore, 12 Chinese.

TO DEPART. Per Whampon, from Sydney, Mr Wild-

Per Tuichiow, for Hoihow, &c., 100 Chi-Per Vortigern, for Saigon, 100 Chinese.

Per Thales, for Coast Ports, 100 Chinese. SHIPPING REPORTS. The German steamer Triumph reports :

Had fresh monsoon and thick weather to The British steamer Canton reports Experienced atrong Northerly gales and high sea, moderating from Breaker Point. The German steamer Fidelie reports Had strong Northerly winds with heavy

The British steamer Jason reports: Left London January 2nd, had strong N.W. to S.W. wind and high sea to Gibraltar, and strong N.W. wind to Port Said. Arrived at Port Said on the 19th ulto.; left Suez on the 21st ulto,; strong monsoons across the Indian Ocean. Arrived at Penang Feb. 9th, left same day. Arrived at Singapore February 11th, and left on the 13th ; had fresh N.E. monsoon to port. The French steamer Diemnah reports

Had very strong N.E. monsoon. The British steamer Hailoong reports had strong monsoon and cloudy weather throughout.

8 4,500,000

For equali-sationofdiv.

£ 500,000

155,000 \$

86,764.16 8

9,177.31.1£

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1008

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27008

POST OFFICE NOTICES. MAILS will close:

FOR STRAITS AND BOMBAY,-Per Kashgar, at 2 p.m., on Saturday, the 27th inst. For NAGASAKI, KOBE & YOKOHAMA

Per Teheran, at 5 p.m., on Thursday, the MAILS BY THE FRENCH PACKET .-The French Contract Packet Djemnah

will be despatched on TUESDAY the 23rd Instant, with Mails for the United Kingdom, Europe, and places beyond, vid Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius,

Egypt, Malta, and Gibraltar. . usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE FRENCH MAIL The following hours are observed in closing

Mails, &co., by the French Contract Packet :-Day before departure (or Saturday if the de parture be on Monday),-5 - P.M. -- Money Order Office closes. Post Office closes, except the NIGHT Box, which is always

open out of Office hours. Day of departure,— A.M. - Post Office opens. A.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases. A.M. - Mails closed, except for Late 11.10 a.m.-Letters may be posted with

Late Fee of 10 cents until 11.30 A.M.—When the Post Office closes 11.40 A.M.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

Quotations. Hongkone, February 20. OPIUM-New Patna, cash,..... 5561 New Benares, cash, ... 5361 cash,... 515 nom. New Malwa, cash, ..... 520 Allowance, Taels ..... 40 @ 56 Old Malwa, cash, .... 540/550 Allowance, Taels ..... 24 @ 48 Persian, Oily, cash ... 460 @ 470 Allowance, Taels ..... 16 @ 32 Persian, Unoily, ..... 500/510 Allowance, Taels ..... 16 @ 32

Exchange.

Hongkong, February 20. Demand. 30 days' sight, ... 4 months sight, ... ... Documentary 4 months' sight, Shanghai, demand,.... 30 days sight, private Gold Leaf 99 fine ... ... \$30.25 Sovereigns, ... Temperature.

Queen's Road. 9 A.M.,... BAROMETER-HERMOMETER-9 A.M.... 1 P.M. ... 54 P.M. ... Wet bulb) 9 A.M. 55 1 r.m. 58

4 P.M. -Maximum ... 60 Do. Minimum over night 55 METEOROLOGICAL REGISTER. AT 4 P.M. TO-DAY. Barometer . . . 30.28 Temperature . . . 58

Humidity . . . . 78 Direction of Wind . w.n.w. Weather Hongkong Observatory, Feb. 20, 1836.

General Memoranda.

Closing Quotations,

TUESDAY, February 23 :-2 p.m.-Auction of Household Furniture. &c., at the residence of S. G. Bird. Esq., 'The Rockery,' Robinson Road. 2.30 p.m. - Meeting of Shareholders of The Hongkong Fire Insurance Co., Ltd., at the Company's office, Peddar's

3 p.m .- Meeting of Shareholders of The China Fire Insurance Co., Ltd., at No. ) 45, Queen's Road. WEDNESDAY, February 24 :--Noon.-Local Banks close. THURSDAY, February 25 :--Noon.-Local Banks close. FRIDAY, February 26 :--Noon.-Local Banks close.

9 p.m.-A. D. C. Performance at City 5 P.M .- FEBRUARY 20, 1886. SHARE LIST.-QUOTATIONS.

\$ 50,779.22£ 2 half year 195 % prem., cash

Tls. 812,639.35 Tls. 20 p. sh. Tls. 300 per share

22,610.93 3% for 1 year \$190 per share

297 568 07 \$20 for 1883 \$4021 " cash, buyers

5 % discount, cash

Old, \$160 per share

New, \$80 /

290 per share

2 % prem.

\$182 per share

25 discount.

34,522.05 8 % half year 66, buyers, ex div.

4,259.01 6 % half year 82 % prem, cash

1,527.3.11 10 % and 2 % \$120 per share

402.22 % 12 yearend-5 % prem.

ing June30/85

3,059.76 32 % for 3 yr. Tls. 128

439,089,41 \$31 p sh. /84 \$475

200,735,71 18% V annum \$73

465,214.43 10% 885

191,060.99 \$ 5 for 1883 \$80

117.16.7

2,235.76 Old, \$4 New, \$2

13,274,034 % 84

448.11 810

829.09 3 %

First year

First year

Payable.

June 16& Dec. 1

March 15

June 30

June & Decem.

Oct. 15

235.33 810

POSITION PER LAST REPORT. Last Dividend

MEMOS. FOR THE OFFICE

Shipping.

Daylight.—Taichioio And Tor Daylight .- Thales leaves for Swatow, &c. Daylight - Whampoa leaves for Australian Ports.

MEMOS. FOR MONDAY. Shipping. Jason leaves for Shanghai. Goods per Celebes undelivered after this

date subject to rent. Anctions. 2 p.m. -Auction of Household Furniture. &c., at the residence of Dr. Hunger-

ford, No. 3, Morrison Hill.

PHOTOGRAPHIC ALBUMS, CUT GLASS BOTTLES ENGLISH DOULTON WARE,

FANCY GOODS, Loft over from Christmas, will be Sold REDUCED PRICES,

during the

Continuance of this Advertisement.

A. S. WATSON & Co., Ltd. THE HONGKONG DISPENSARY. Hongkong, February 19, 1886.

The publication of this issue commenced

The Olina Flail.

HONGKONG, BATURDAY, FEBRUARY 20, 1880

TELEGRAMS. (Via Southern Line)

HOME POLITICS.

LONDON, Feb. 19th. The House of Commons voted the Address in reply to the speech from the throne after a short debate.

The Premier made a statement concerning the policy of the Government. I stated that no repressive measures would be adopted towards Ireland, and that the Government would adhere to the policy of Lord Salisbury in regard to Greece.

LOCAL AND GENERAL

PASSED SUEZ CANAL OUTWARD BOUND :- Marie, December 29 Canton, January 1: Compton, Wladirostock, Jan. 8: Marcia, Jan. 12; Horse guards, Rhodora, Jan. 15; Formeso Jan. 22; Norden, Jan. 26; Pandora, Abstara, January 29 ; Gamorganshire, Feb. 5; Ava, Gleuroy, Feb. 9; Lacries, Yorkshire, Feb. 16; Ningchow, Patroclus, and Prometheus, Feb. 19.

HOMEWARD BOUND :- Claymore, February 5 ; Agamemnon, Glenlyon, February Titania, Fob. 16; Diomed, Yangtse,

The next FRENCH MAIL, per the M. M. Co.'s steamer Saghalien, left Saigon for this port on Thursday, the 18th inst., on or about Sunday, the 21st inst. THE P. M. S. S. Co.'s ateamer City of Rio

daylight, and may be expected here being opposed. on or about Tuesday, the 23rd inst. The next English Mail, per the P. & O. steamer Clyde, left Singapore on Fr day, the 19th instant, at 8 a.m., and tuary this afternoon by the Acting Coromay be expected here on or about Thursday, the 25th inst.

The S. B. Strathleven, from New York left Singapore for this port on the 15t inst., and may be expected here on or about the 22nd inst.

dice left Port Darwin on 13th inst. at may be expected here about 23rd inst Austro-Hungarian Lloyda Steam Navigation Co.'s steamship Elektra left Singapore for this port on the 16 instant, and may be expected here

about the 23rd instant. O. S. S. Co.'s steamer Deucalion left Singapore for this port on the 15th inst., and may be expected here on or about the 23rd inst.

The S. S. Taisang, from Calcutta, left Singapore on the 17th inst., and may be expected here about the 24th inst The Glen Line steamer Glengarry left Singapore on the 18th instant, and may be expected here about the 25th inst.

VICES OF THE CHURCH OF ENGLAND FOR athedral .-

8 a.m.-Parade Service. 11 a.m.-Morning Prayer, Sermon, and Hely Communion. 5.45 p.m .- Evening Prayer and Sermon. St. Peter's (Seamen's) Church,-5 p.m .- Evening Prayer and Sermon. St. Stephen's Church, (all Services in Chi-

11 a.m. - Morning Prayer.

6.30 p.m .- Evening Prayer, and Sermon. ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL - SEPTUACESIMA SUNDAY. Matins :- Venite, Nares : Psalms, Wood-

ward and Garrett ; Te Deum.

Jubilate. Garrett: Anthem.

Evensong :- Psalms, Camidge; Cantate, Hopkins : Deus Misereatur, Hopkins ; Hymns, 295, 172-16. The arrivals at Home from China, report-

ed are - Hector, Khorasan, and Heinrich. A FULL parade of the Hongkong Fire Bri gades will take place on Monday afternoon.

WE believe the Hongkong Amsteur Choral Society are at present practising the Messlah for their next performance.

CAPTAIN Thomsett, Harbour Master at this port, is expected to return here from's holiday either next month or in April. H. M. S. Champion (14), Captain A. T. Powlett, arrived at Yokohama on the 10th

our fourth page,

H.M.S. Albatron returned to Shanghai on removed the bods the 13th instant from Port Hamilton.

THE Fronch corvette Primauguet (17) Captain Buge, arrived at Yokohama from Kobe on the 6th inst.

THE N.-C. D. News believes that Commander H. T. Grenfell, of H. M.S. Peganis, at present in Shanghai, has been promoted to the rank of Captain; the news arriving at the Mortuary this afternoon, when the by the last mail.

Consons were yesterday quoted at 1015 and French Rentes 110. The Bank rate was 2 per cent., and Market rate 14. Bar Silver 461, and Mexican Dollars 454. Exchange on Hongkong (60 days) was

M. DILLON, Consul-General in charge of French interests in Tientsin, is to be attached to M. Paul Bert, Resident General in Annam and Tongking. L'Echo de Shanghai learns that M. Dillon is likely to leave for Hue in April. THE Shanghai Mercury of the 16th instant

says that the s.s. Ingo was run into by a Japanese schooner about a week before. She is now in Nagssaki, with a hole in her starboard side. About four plates will have to be removed.

346 THE river boats report that the Yangtaze cipate soon being able to get across the flats below Hankow, the Shanghai, Pelin, and Taiwo having been unable lately to go farther up than Kiukiang.

AT a fire which took place in Shanghai early on the morning of the 13th instant, two of the volunteer firemen, Mr MacMorran and and Mr Hayter, were injured, thought not seriously, by falling beams. The house burned was the Luen Yuen tea-house, hotel and billiard room, an establishment combining occidental and oriental styles.

TELEGRAM to Le Saigonnais, dated Feb. 6, says :- Some members of the Left have of Deputies with regard to the expulsion of Pretenders.

The Chamber of Deputies has rejected the Bill for the Amnesty of political

THE N:-O: Daily-News announces that a resolution is to be brought before the annual meeting of to rate-payers of Shanghai, in the interest of the lekin farmers, to negotiate the sale to the farmers the right to collect lekin on opium within the Settlement. It is said the farmers are willing to pay Tls. 100,000 a year for the right. Ir is proposed to increase the salaries of

the Captain Superintendent and the Chief Inspector of the Shanghai Municipal Police from Tls. 4,260 to Tls. 4,720 and from Tls. 1,300 to Tls. 1,550 respectively. The at 1 a.m., and may be expected here former position is at present held by Capt. McEuen, R.N., and the latter by Inspector de Janeiro left Yokohama for this port | Cameron, both formerly belonging to the on Wednesday, the 17th instant, at Hongkong Police Force. The proposal is

A Coroner's enquiry was held at the Mor-

ner, Mr N. G. Mitchell-Innes, and a Jury comprised of Messrs W. S. Bamsay, C. E. Miller and J. D. Barros, into the circumstances connected with the death of Chan Lik Ying, the Chinese machinist who was E. & A. S. S. Co.'s steamship Tanna- killed at the Glass Works, Kennedy Town, on the 17th inst., by getting entangled in the machinery. From the evidence adducod it appeared that at about 10 a.m. on Wednesday last, the deceased was engaged cleaning the bearings of a shaft which drives the machinery used in the cutting room at the Glass Works. While thus occupied, either from the breaking of one of the spokes of the ladder upon which he stood, or from some other cause, he appears to have laid hold of the revolving shaft, in which his clothing at once became entangled and the unfortunate A TELEGRAM, dated the 9th instant, from man was turned round and round the shaft. his head and body striking the wall at each revolution. The engine was stopped as score as possible by Mr Service, a glass-cutter employed in the shop at the time, and the injured man, Chan Lik Ying, was sent at once to the Government Civil Hospital, where he expired from the terrible injuries he had received almost directly after admission. The Coroner adjourned the enquiry sine die.

An accident occurred at the works in progress at the Lyee mun Central Battery most holy'; Kyrie, Schubert; Hymn, about 3.30 yesterday afternoon, by which two coolies lost their lives and a third man received serious injuries. A trench or drain sixteen feet deep by three wide has been in the course of construction there for some months past, and that portion of the excavations upon which work was going on, had, by the directions of Sergt Major Spreadborough, R. E., the military foreman of works, been shored up, and was perfectly safe. Beyond this, however, a portion of the cutting was in a dangerous state, and the two coolies who were killed and the injured man appear to have started work at this point, when a ground-slip occurred which buried them in the earth. As soon as it was known that accident had occurred, Sergesnt, Major Spreadborough hastened to the spot with That passenger-brokers have to find suba party of coolies and commenced to remove the fallen earth which amounted to several THE report of the meeting of the Rope Co., tons. Very soon afterwards Inspector of several police cases and an account of the Swanston, from Shan-ki-wan Police Station recent fire at Yokohama, will be found on reached the scene with further assistance, and after a large quantity of earth had been

Fung Taui Tastan recovered. A little Chan Kum Lin, was reached. bodly hurt but still alive; and was sent at once to the Government Civil Hospital, where he still lies. The Police were at work extricating the deceased and the injured man from 4 till 11 p.m. A Coroner's enquiry into the circumstances was opened foregoing facts were elicited, and the enquiry was adjourned for the ovidence of the man at present in hospital.

A RATHER amusing case was tried in Sum-

mary Jurisdiction in the Supreme Court before His Honour J. Russell, Puisne Judge, yesterday afternoon. Choi Chou anod Chan Awan for \$100, which he alleged he advanced to him to buy a coffin to bury his grandmother. Unfortunately the money was advanced about aix years ago, and although the plaintiff had a promissory note, His Lordship had to tell him that he could not prosecute his claim. The plaintiff, in an effusive manner that created some merriment in Court, said he did not care for the money; he just wished to see the defendant face to face in Court, as he had a few very important words to say to him. He had dealt so magnanimously, he explained, with the defendant that he had s rising, and the larger steam-boats anti- not charged him any interest. This was, perhaps, a pity, his Lordship said, as the charging of interest would have kept the debt alive. Now it had been allowed to rest for more than the legal time, and could not be pressed. This clear statement did not altogether satisfy the plaintiff. He would sacrifice all, he added, if they would only put the defendant before him; so that he might say a few very important words to him. According to their Chinese custom, it was a most important matter to lend money for a coffin. He had seen the man in the street a few days ago and wished to have him brought to Court. His Lordship said that although it was not a very honest introduced a Bill to the French Chamber thing for a man to take advantage of the statute if he really ewed the money, it was his duty to administer the law, and he was sorry he could not help him in any way. Mr Wotton, who appeared for defendant, applied for costs. His Lordship, however said he could not allow costs to Mr Wotton as the mere producing of the promissory note decided the matter, and a Solicitor was not necessary, Plaintiff, however, had to with the view of giving the Council power pay the hearing fee, and on the debit note being presented he again became dramatically effusive. Money apparently was no object to him. His great desire was to have a few very important words with the defendant. To have that pleasure he would pay even the solicitor's fees. But his wish could not be gratified, and he had to go away disconsolate.

Says the Japan Gazette of the 8th inst !-The interruption of the sub-marine cables between Nagasaki and Shanghai announced on Saturday continues.

Ar 11,45 p.m., on the 11th inst, a fire broke out at No 3, Wakamatsu-cho. Yokosuka, which totally destroyed 45 houses besides seriously damaging 12 others. It was not extinguished until 2 s.m. next morning.—Japan Gazette.

One of the Japan vernacular papers states

A great fire is reported to have occurred at Matsumoto, Shinano, on the 9th inst. destroying 11,000 houses. Twenty telegraph poles were also destroyed.

THE accident which befel the W. Cores de Vries on her last trip up the Yangtaze has led to important results, as after the accident soundings were taken, and a new channel has been discovered. The shoalest part has three and a half fathoms over it and is situated south of Wali rock. distant one cable. The channel has been bueyed off by Mr McLean, who is in charge of the tug Ewo. The discovery is an important one to river steamer owners.

Kochi, in Tosa, announces that as cholera of a virulent nature is prevailing at Komatsushima, Owa, Shikoku, the place has been declared an infected locality and strict isolation has been enforced. Fifty-six cases of cholers were reported at Komatsuskima and other neighbouring villages for the eight days from the let to the 8th instant, of which 21 ended fatally,

The disease is said to be of so virulent a

type that in some cases death occurred

within nine hours from the first symp-

toms. -- Trans. Japan Paper. FRAGRANT WATERS MURMUR

That no one man in Hongkong has ever before attained the position in the hearts of his fellow-residents like that now occupied by Thomas Jackson, the Large-

That Hongkong prays that his shadow may never be less, and that Fate may speedily send him back to us. That the labours of the Hongkong bees have caused quite a ferment in the rival

Colonial hives down South:

That nevertheless Australian flowers are heavily honey-laden, and that our bees will not be easily frightened by Colonial buzzing. That it is high time that share-brokers took

some steps to put themselves and their business on a proper footing. stantial security, and that a similar guarantee should be imposed on share-

brokers. That hints in this direction have more than once been given, but that nothing

A. G. STOKES, Share Broker,

1 % prem.

buyers | nominal

from Kobe.

has been done.

That the Colonial Treasurer might stir up | THE CHINA SUGAR REFINING COMthe Exchange, and add a mite to the Treasury, by acting on this suggestion. That share-brokers have no business to be operators.

That, after the demonstration at Jardine's Wharf last Wednesday, the promoters of the Low-Level Tramway may with reason. take heart of grace.

That the exorbitant charges of chair-coolies for aphill work are constraining residents to pray for the completion of the High-Level Tramway Company's line.

That the Ice Company, like the Steam Laundry Company, deserves support on the score of public policy, for the sanitary need which it seeks to supply."

That the annual Flower Show has done that, it will continue to do more, and that potatues.

That the list of winners is too monotonous, should be changed,

be left more open for the smaller fry.

That Hongkong has received with sincere come statement to place before you. I regret the news that Mr Francis Bulkeley Johnson is no more, and unites in its tain no portion of it will be required to tribute that he was an able, honourable, meet lesses on outstandings, for we know straightforward, manly and publicspirited English gentleman.

That the story of the Hongkong Defences proves that the Colonial Office system sadly wants remodelling.

still, and will be delayed for two or three

that Hongkong is to have proper deready to pay a reasonable share, but that

That the cool assurance of the Colonial Office would make an iceberg blueh, and ing of indignation in this Colony.

That the unofficial members of Council should vote to a man against the payplanations and assurances as to the future are given.

is loyal enough, but that by this sort of treatment it may be turned sour.

That by the red-tape inaction and delays of the Colonial Office the threads of a usually onsues.

That taxpayers even in a Crown Colony dividend upon their capital. I have no doubt are possessed with a desire to have a myself about the industry in which we are voice in the spending of their own times in the past, that we should at all be in

That the A. D. C. performance of The despair-far from it-as regards the future Overland Route' was a grand success, in soting, scenery, and stage mounting, as well as in the heartiness of its reception by the audience.

That the smiles as well as the screams, the love-making and the quarrelling of the ladies, were alike charming.

That Mr Colepapper was 'all there,' Sir Solomon was solemnly sublime (even during the 'sans teeth' period), Tom Dexter was a hero in spite of himself, while Captain Smart looked his part to perfection, and Tottle both looked and acted his.

That Mr Lovibond was most carefully, though peculiarly and distinctively, represented, and was one of the most effective pieces of low comedy witnessed here of recent years.

That Jack is said to have expressed a wish that his role had been a little prolonged, and that it was hard lines to dress up for a five seconds' appearance.

That, with only one exception, the other the shareholders of the Luzon Sugar Refintreat which they have furnished to the Messrs Jardine, Matheson & Co.

That the crotchet of the Surveyor General, there were also present :- Messrs E. R. or of the Colonial Office, on the subject of prohibitive Orown Rents is creat. E. Dear, J. Bell-Irving, W. Legge, M. E. ing the most widespread dissatisfaction and strangling enterprise in our midst.

That the Race Carnival is at hand, winners are being named, and prospects are being booked, but that Jupiter Pluvius, or errors in training, may even yet apset many pots, and leave the book-makers

in sackcloth and ashes. That the Times story about the Chinamen in our men-of-war on this station would that to the Marines.

That at the same time there might be root prices in Europe. On the whole we A. Lambart, R.A. tion, as well as special legislation, for

That the Naval Authorities have only done the right thing and the kind thing in done, and that they thus save the health

That thinking men are very pleased to note the movement being made here for the improvement of our merchant seamen. and that our merchants should welcome it even in their own interests.

too few in these waters.

That evidence given under fear of decapitation cannot be regarded as the most satisfactory material on which to found a should like, but still we have, by the prima facie case.

That the case of Chang Chi's seizure on British soil must have got into the hands of the Peking Legation folks, as it seems to have been pigeon-holed.

PANY, LIMITED.

The annual general meeting of the China Sugar Refinery Company was hold this afternoon in the Office of the General Agents, Messrs Jardine Matheson & Co. The Hon, W. Keswick presided, and there were also present : Mesars W. Kerfoot Hughes, E. R. Belllios, A. S. Cohen, A. Melver, Alf. Woolley, W. Legge, M. Grote, R. A. Gubbay, Hon. F. D. Sassoon, E. E. Elias, J. Macgregor, J. J. Bell-Irving, A. E. Vaucher. and Mortimer Murray.

Mr J. G. T. Hassell, the Secretary of the Company, having read the notice calling

but I feel that to you all it cannot have price of raw sugar there were many fluctua- with -Belgravia, Mr Pond up; \$13,451.51, and sincerely trust that when phecy wo next meet we shall have a more welwould say, gentlemen, with reference to this sum carried forward, that it is corthrough sales that have been effected very accurately what the result of these will be. We are working at Swatow, and to some advantage, and our Refinery here is also at work, and likewise the Distillery. The condition of the works is excellent, and him in time, every member of the staff is animated by a

That the Defence scheme is now at a stand- desire to see a successful result to their labours. You are aware, gentlemen, that the former having the best of it. Lee Yuen Refinery has stopped work, The Directors of that Company, after much ne- Pond), did 1 mile in 2.103; the last named That it is matter for thankfulness to know gotiation, agreed to sell the property to us, did not seem to be quite up to his form of and a contract has been entered into by a few days ago. them to dispose of it for \$190,000. Legal fences some time, -that the Colony is formalities have to be complied with before 2-mile spin. the sale can be ratified and the property transferred to us, but when these are duly no one should forget that the defence of performed, the acquisition of the property this naval coaling-station is an Imperial will, I am sure, tend to the re-establishment of the Refining industry on a sound basis. You are aware, gentlemen, that I waited on by the other two, when Sham. have more than once stated my conviction | rock pulled up beaten. Nectar and Toreathat there was not room in this Colony for | dor then closed with the Leader. Lucifer that it has naturally raised a strong feel. Two years experience has confirmed me in walked round him; time 4.38. Toreador this opinion, and I am convinced that had to be kicked the last half of the jourwere three Refineries again at work, ney, but finished well. the issue would be equally unfortunate, These remarks express all that I can think ment of a single cent until full ex- of as useful to be stated about the refinery. As they mention, our works are in perfect order. We have everything as completeas satisfactory from that point of view as we That Hongkong, though a Crown Colony, | could wish. What we want is a less supply of sugar forced upon unwilling markets. And it is to be hoped that with two re- speaking, a success, but with about eight fineries working such a reduction in supply will take place as will admit of profit being made. We for our part will do what we can towards the achievement of that most Wallace and Lawrie picked the following subject get lost, and a glorious muddle desirable object; we wish to see the refinery prosper and those who are interested in it receiving reward or interest in the form of a L

> to answer any questions that may be put. No gue tions being put, The Chairman proposed that the report. as presented and the accounts be passed. The motion was seconded by Mr Gubbay

engaged. It has a future before it, and I do

not think that, although we have had bad

of this Company (Applause). I shall be happy

and unanimously adopted. sent Consulting Committee, consisting of Messra E. R. Belilios, F. D. Sassoon, A. McIver, W. K. Hughes, and M. Grote, be re-elected.

Mr Tata seconded, and this motion was also unanimously carried. On the motion of Mr Elias, Mr T. Arnold and Mr H. M. Bevis were re-elected audi-

tors, and on the motion of Mr Gubbay a vote of thanks was passed to the General Managers and to the Chairman. The Chairman-I am very much obliged for the vote of thanks. We will hope that

we may have good fortune, and that we may expect with an improvement in the trade to have a satisfactory report. This closed the proceedings.

THE LUZON SUGAR REFINING COM

PANY, LIMITED.

The fourth ordinary annual meeting of characters were well filled, and that the ing Company, Limited, was held this after-A. D. C. deserve cordial thanks for the noon in the office of the General Agents,

The Hon. Mr Keswick presided, and side. Belilios, F. D. Sassoon, J. Macgregor, E. Murray, A. McClymont and J. H. Cox. Mr McLean, the Secretary of the Com-

pany, having read the notice calling the meeting. The Chairman said :- I suppose you will consider the report as read. It states in G. A. Bramwell. very concise form all that there is to tell you of the working of the Luzon Company. A. B. H. Drew, 58th. The small profit is nearly all the result of W. Watson Pike, M.S. five months' work, because the earlier months of the year were much interrupted A. De C. Scanlan. by the completing of the charcoal addition to the refinery. We look for considerable O. P. Pedler, 58th. improvement in the local demand for rebe fairly met with the rejoinder of 'tell fined sugar in the Philippine Islands, J. D. Anderson, B.A. but the demand for Spain will naturally be R. W. Breeks, B.A. C. W. Dickson. governed very much by the course of beet- H. Broke, B. n. special hospital and other accommods- consider the prospects before the refinery C. E. Laurie, R.A. are good. As I have said, that is nearly all H. C. Metcalfe, 58th. that there is to tell you about the refinery. A. Parkin 58th. The results of the year are less satisfactory H. N. Thompson. than we hoped to see, but the prospects, we consider, are not bad. We look forward E. T. Young, R.A. H. E. Tomkins. with considerable hope to a gradual im- It will be seen from the above list that employing Chinese in the way they have provement in the demand locally in the the Garrison this time includes the Medical Philippine Islands: The class of sugar Staff; and as both sides in this match are that we produce is of a quality that is better balanced than those of any match of our gallant Blue Jackets who are all most desired there, and our advices lead us yet played, there should be some good sport to expect that locally we shall have such an next Tuesday afternoon. improvement. The works are now completed, and the charcoal process has made results that give prospect of its working

quite satisfactorily. Mr Murray-The statement of accounts shows a very large stock of refined sugar. May I ask if it is being worked off gradual-

The Chairman-It is being gradually but alowly worked off-more alowly than I steamers that arrive, constant advice of

Mr. Murray moved that Mesers E. R. re-elected as Consulting Committee. Mr

Mr Gillies, Messrs Thos, Arnold and H. M. The Chairman intimated that the dividend warrants would be issued on Monday, and a vote of thanks having been passed to him, the proceedings terminated.

OCCASIONAL TURF NOTES.

busy morning this on the course Owners had their books and other arrangements as well to consider, and sent several of their ponies to do their best. In one case, at any rate, the result to visitors at the rails was disappointing, and 'Honesty against the field was not regarded with The Chairman said :- With your permis. | such favour as hitherto, his mile and three sion we shall consider the report as read. Quaters in 4.14 not being up to expectations. The report which is submitted to you is less | Mr Allan was up on him, and went the first favourable than I hoped when we last met | quarter at a rattling pace-too fast, I conmuch to improve the vegetable market, we should have on this occasion to present, sider; for the mile and a half he was timed

been a surprise that the year 1885 proved Later in the day my second favourite Mr E. R. Belilios' generosity will certainly an unprofitable one. Like its predecessor for the Derby, Marauder, -with a Boy foster the rearing of prime cabbages and it proved a year of much difficulty and fre- up, but gract weight, I believe-was quently of great disappointment. In the sent for the Derby distance in company tions, but higher prices were established. When the chronometer registered 3.25, and that the conditions of competition while with refined, until the very end of then indeed did Honosty's backers look the year, we had to deal with a low level of glum. It was an excellent performance, values. The result of the year's working the last quarter being 32 seconds, and it That the giants should have big prizes for consequently does not, I regret to say, confirms my opinion of this pony's quality. large collections, and the smaller prizes admit of a dividend, but we carry forward Nevertheless, I do not alter my Derby pro-

The following are some of the other times "-Moon (Mr Hutching's) 11 mile, 3.281.

Gamester (Mr Baker) 11 mile, 3.29. The 11 of each being 2.521. Dankeld and Wild Wood (same Jockeys.)

mile in 2.16; time for 11 not taken. General Prosit (Mr Baker) 11, of which only got last three quarters, 1.57. Owinia (Mr Hutching's), 5 mile, 1,14 he went further, but I did not catch

Merry Monk (Mr Allan), 1 mile, 2.17, accompanied by Freckles (Boy up), Cheapside (Mr Baker), and Fun (Mr

Late in the morning we had a lively

Shamrock-Mr Hutchings.

Lucifer-Mr Allan.

Nectar-Mr Dunman and blanket. Toreador-Mr Baker. Shamrock and Lucifer led for 17 miles

the profitable working of three Refineries. was allowed to win, but Nectar could have

HONGKONG FOOTBALL CLUB.

The first match under Association Rules took place yesterday on the Club ground: exceptions, the knowledge of the game appeared deficient At 4.45 p.m., Messre

ides :—	2 , 4
AWRIE'S TEAM.	WALLACE'S TEAT
Lawrie.	Wallace.
Lypo.	Mills.
-Pike.	Edmonds.
Dickson,	Anderson.
Glass.	Hayllar,
Drew.	Parkin.
Pedler.	Jones.
Watson.	Kennedy.
Holworthy.	Lockhart.
Broke.	Mackean.
Lowther.	Jarvis.
A 1	nanges in the field
	and the second of the second o

Mr Gubbay then proposed that the pre- given, but Lockhart and Lawrie made very From where I was looking, the break- W. S. W. I was on the upper, or com- working at the boats, getting all the lines former having a great deal to do, and doing Just as I reversed the engines the ship upper bridge. It was a steam wheel, the ball about the field in true Rugby style, peated several times in the next few the ship off the rock. The Captain then lower deck, sung out: What is that?" and its downfall almost offected by a good | venting then doing so. When we got down | also ready, going behind, a corner kick was obtained, but nothing further resulted. After kick off. Pedler dribbled beautifully down the to Watson who 'shot' a goal. Time was soon after called, leaving Lawrie's side victorious by one goal to nil. The following played best for their respective sides : Lawrie, Lyne, Pedler, Watson and Glass, for Lawrie's side; and Wallace, Edmonds, Mills, Jones, and Lockhart for Wallace's

GARRISON & ALL-COMERS. The following teams have been selected to play on Tuesday next at the Club ground

at 4.15 :--GARRISON. ALL-COMERS. M. D. Graham, 58tb. H. F. Hayllar. 4 Backs. C. E. Holworthy A. H. Jackson. F. Watson. & Backs. G. A. Caldwell. Forwards. Forwards. O. A. Cornish. T. Glass. T. Jarvis, B. N. W. O. Lyne, R.N. Q. H. Potta.

THE LOSS OF THE BRITISH STEAMER DOUGLAS! MARINE COURT OF INQUIRY.

The Marine Court of Inquiry was resumed official No. 84,357, of the Douglas S.S. Co.'s Bellios, F. D. Sassoon, and D. Gillies be near Swatow, on the 11th instant. The chief mate and second and third en- had struck something. I kept steam to 80 up.

On the motion of Mr Cox, seconded by Young, master of the Douglas. It was com- skylight which had been broken away dashed contribugal pump was started in the fore look-out man forward, in the eyes of the Beyis were re-elected auditors of the Com- Rumsey, R.N., (Acting Harbour Master), the shrouds. Some of the Chinese pas- eight o'clock in the morning, when I was at the wheel, and an officer in charge, on

and the officers of the Douglas.

second mate on board the Douglas. I hold reached the Haiphong. A boat was then bottom of the ship and the stokehole. I of Wednesday, the 10th instant. We left we got within 30 yards of the Douglas. Thomas Hall, sworn, said-I was chief Amoy a little after five. The Douglas was Some of these on the Douglas jumped officer on the Douglas. I hold a master's drawing about 15 feet aft, and 12 feet 6 into the water and we picked up one certificate, No. 24,359. I was on the inches forward. I relieved the chief officer, European and seven Chinese. Two or Douglas when she left Amoy on the after- the main rigging !- Chinese passengers, I to allow him to get his dinger, at 7 o'clock. three were drowned. We then returned to the noon of the 10th February. The ship was think. The ship then was just part Chapel Island, Haiphone, and a consultation was held on drawing 16 feet aft, and 12 feet 6 inches and the chief officer gave me the course, the gentter deck as to what was to be done. forward. We had very little cargo what 8.W. 18. The island was then a little It was decided to go back to Swatow for there was was stowed in the aft hold. The on our starboard quarter, bearing N.E., willot boats, as none of the crew of the ships' log books were lost. I was on watch northerly. We kept on that course, until Haiphong would volunteer again. The Hai- on the bridge, leaving Amoy. I went on the chief officer relieved me at half past phong then went back, got pilot boats, and watch at a quarter to five, and we left seven. I then went below. I don't know crews, good men, returned to the wreck Amoy about 5.40, After passing Sing So, the centre of the ship?—The centre esemed what happened between 8 and 12. I came and took off every one, Unptain Young being we steered to pass South of Chapel Island, to be more firmly wedged than the fore night, I relieved the Lard mate. At after midnight. It was then raining heavily. departure, after leaving Amoy, six miles second officer for about twenty minutes. fresh breeze. Its force would be about 6. course was set.

again altered. It became obscured on account of the thick weather; the night had

on the Race Course, and was, numerically sighted the red light. I am not quite cer- eye on the Lammocks all the time. I all told. I think it was the rolling of the tain when I first sighted it, but I think I could not see the outline of the island. ship which woke me first. I was about had a glimpse of it—it was very dull—at the There was a kind of a white haze over all dozing off to sleep again when she struck. time the course was altered to W.S.W. | the land. I do not know how far off the | When I came out she was actually on shore. When I first sighted the red light I took no Lammocks the course on which we were I first went with the carpenter to sound the adjourn; they had sufficient before them bearings, but I told the Captain. Then it standing would have taken us. I had forehold. I first saw Captain Young a few at present. became obscured-I don't know what hap nothing to do with the laying down of the minutes after the ship struck. He was pened-and I told the Captain, and he course. The Captain laid down the thun alongside me at the fore hold. The further swidence. said: All right, watch and see if you can courses, and I only carried out his orders. passengers were very quiet, and behaving The President-Docs Captain Young wish see it again. A minute after, I saw the red How was the ship steering? Very well. I found 4 feet 6 inches in the fore- to say anything? light again, and I sang out: There's the casy?-No, Sir. She was very difficult to hold. After that we caulked, shored up, Mr. Wilson-All Captain Young wishes red light again, Sir, and I could not get an steer, and the quartermaster had a hard and battened down the hatches, covered to do is to leave the question to you. All answer from the Bridge. I took the bearings job to keep her up to her course. There them with tarpaulin, and fitted the glass ports the facts are now as fully before you as by compass; it bore N.E. by N. Directly as was a long, following sea, and the ship with the iron dummies which were used to they are known to him, and I am quite I took the bearings, I turned away and was wavered on the top of the sea. She was protect them in heavy weather. It would sure you will be quite competent to judge walking from the compass bridge to the worse when the wind got to bear on her not have been prudent to have backed the of these matters without any remarks from lower bridge, the look-out man sung out quarter; when she got abreast of the Lam- ship off seeing her position among the me.

right ahead. I jumped to the engine when we hauled up to W. S. W.

where the ship struck.) South as that !- On account of the wind day !- We used to go through them. getting on the ship's side when the course did not know what height the red light lifeboats, after they were advised to go to small quantity of cargo. That there were was altered to the Westward, with the ship was; I knew it was below the white light. I the wheelhouse, which was the safest part on board besides the crew, consisting of light and a strong breeze blowing. There did not see the lights long enough to notice of the ship. He thought that what pre- Europeans, Chinese and Malays, 84 all told, was also a strong current from the S. W. whether they opened very close as we round- vented some of them going forward was and b European passengers, several Chinese

What did you do after the ship struck ?-

difference in the effect of the wind.

Prevented the crew from lowering the boats, and went down below into the fore tween decks, to see if there was any water in the fore hold. I there saw the Captain and the onief and second engineers shoring up the hatches. I asked if there was any water, and I was told the water was within five feet of the lower part of the combings. After shoring up the hatches, we put the extra covers on the glass port lights in the tween decks. Nothing else was done until devlight Nothing else could have been done until we saw our position. We blew the whistle, burned lights and rockets Steam was kept up. Shortly after daylight, the Cheang Hock Kian hove in sight. She came as near as she could : and tried to send buoyed line, but it always went to wind ward, outside the rocks. She dropped her anchor twice. By the Captain and Chic Officer's orders, I got into one of the life boats, with four Chinese and three Malays. There were several of the passengers willing to get in, but they wanted to see if I could pull to windward. I got in and pushed off. but we were anable to get off, and it was as much as we could do to get back to the ship. One side of the lifeboat was smaahed. A boat was lowered from the Cheang Hock

Victor Emanuel; Captain Thomas Hamlin, gotting benumbed, I went up the inside time. Between ten and eleven the second night to the officer on watch. master of the British steamer Amatisia; shrouds and down the mainstay and others engineer told me that water was coming into Messrs Wotton and Deacon, appeared to spoke to the passengers and asked them if the starting platform. conduct the case on behalf of Captain Young | they would like to try to get to her in the | By the President-I could not tell you giz and they refused, and the Captain also how many water tight compartments the Captain Young was present this morning. refused and he said : the boat will never Douglas has. The stokehole is before the The following is the remainder of the evid- get away from the ship's side slive. But engine room. The bulkhead before that is ence, partly taken yesterday and partly to- he said : You try.' I said I would try the bunkers. There were two doors to passing through the channel?-When we anything, and six of us made up our minds this, and they were closed after the ship got right abeam of the Light we generally James Cameron, sworn, said I was to get into the boat, and we did so and grounded. The water came up through the steered W. S. W., according to the distance a chief mate's certificate, numbered 383. I launched by the Haiphong, and I went left the ship in the gig and went on board. was on board the steamer on the afternoon | back in her, to show them the way, and the Hainhong.

midnight, when I took charge, I judged we after the ship struck to save the ship and Light. As near as I can recollect that was ship would be a total loss?—When I saw were about abreast of Bell Island. I could passengers and crew?-No, Sir. Every- a little before six o'clock. As we neared her at daylight.

over at that time. seen, was abeam, or a little abaft the beam sight about two minutes the first time. I sland. I do not know what happened I could see Lammocks Light then. I could The inference to be drawn from seeing a between eight o'clock and the time of the not say how it bore; I did not take any bear- ray of light, then losing it and seeing ship striking. The crew consisted of Chishortly after the course was altered to S'W. could not make this out. I did not look at | that included the supernumeraries. We 8., it was altered again to S.W. 2 W., the Lammocks when I took the bearings of had about 56 Chinese passengers. I cannot Lammocks Light was abeam, the course then a little more than two or three points Foschow passengers were never collected

something-I could not make out what. I mocks. I did not take much notice rocks. That was spoken about among the The President-Will you put in any turned round again, and saw breakers whether or not she became more steady officers and engir lers, just before daylight. testimonials as to Captain Young's services? telegraph, and rang full speed astern. By Lieut Keigwin-The Captain was on

minutes, and Lockhart was kept busy, but went off the bridge, and prevented the Chi- By the President-There was nobody in lengths. half time was called with no score for nese crew and firemen who were in the act. the chains heaving the lead, but the hand

> was my first voyage as second mate. How do you account for getting so far Had you ever seen the Lammocks by decks and go forward. Some of them, That at the time of sailing the Douglas The ship being light would make a great ed them. It was not because the lights the heavy swaying of the foremast. For a passengers, the exact number of whom we were bright that I thought we were so time the officers thomselves did not know have been unable to determine close to them as we have said, but because whether the fore part or after part of the they seemed to be right above the top of ship was the safest. None of the crew the ship. The repeated altering of the dropped off the rigging. About 13 Chinese mock's Light was abcamcourse did not give me time to take a four passengers were lost by dropping off the That at about 2.45 a.m. on the 11th point bearing of the light. I made en. rigging. They sent off a boat to the Hat- February, the ship stranded on the White quiries after the wreck, and found the phong, when she came up, as they saw she Rocks and subsequently became a total

> > tered the courses did he appear to take a boat. They thought she might remain them from the chart, or from memory, there all day and go away again without taken to Swatow. d he go into the chart room ! upper bridge.

first time you began to alter your courses by the rolling of the Haiphang. After the underestimated his distance off the High round, the Captain never consulted the boat sent by the Haiphong returned, Lammock, and a safe and proper course was chart ?- I did not see him go off the bridge. witness volunteered to go in a second boat not subjequently adopted. I never saw him go into the chart room, and he and the officers of the Hasplong. That after the stranding of the vessel He was not consulting the chart. There used every persuasion to get another craw everything was done by the Captain and was no chart on the upper bridge. When you were going through the chan- for Swatow to get the pilot boats. After that had the Captain's advice been followed

nel, how was the wind?—Much stronger, the ship was on shore, it was impossible to the direction being the same, N.B. by N. save her. He considered that everything Then on a W.S. W. course, the wind must lit was possible for a man to do for the safehave been considerably abait your beam ?- ty of the ship and crow was done.

Yes; on our quarter. Joseph Rae, sworn, said -I was third en after the ship struck, the weather was clear, Kian, with four men in it I think, and they gineer of the Douglas. I hold a second en- there was a strong breeze blowing from the backed astern with a line, and then I saw | gineer's certificate, No. 12,938. I started the N. E., with a force from 5 to 6, and there the Cheang Hock Kian signal lost. We engines from Amoy, and went off at five was a big sea. I could see the rocks all could not make out whether she had lost o'clock. I went on watch again at twelve round quite plainly. I saw the Lammocks February, 1886. a boat or not, but we heard in Swatow that o'clock. The engines were then going at Light; it was burning brightly. I saw the she had lost a boat. She afterwards sig. about 9 knots; the engines were making red light. I should call the sea which was nalled: Will report you to your agents,' 45 revolutions. At 1.45, I got orders from running in the channel between the Lamand then went away. The Douglos was at the second mate to put the engines full macks and the White Rocks, a steady runthis time in a bad position, and her engine speed estern. I then put the engines to 55 ning sea. I have been nearly four years room was filled with water. All the time revolutions, which would represent about in the Douglas. I am aure, knowing her as she was settling down. The wind and sea 104 or 11 knots. The next order I got was I did, that there would be considerable increased during the night, and the ship to slow the engines down again to 9 knots, difficulty, in her then trim (light), in keepbroke up, the stern going down immediate- I got that order from Captain Young him- ling her head up to the wind. I have been the Harbour Master's Office this ly afterwards. Most of the passengers self at 2:40. Captain Young came to the frequently through that passage, by night and crew were round the wheel house top of the engine room ladder himself. At and by day, I have been in charge of the morning to investigate the circumstances when the fore part went. Many of us 2 45, I got the order full speed astern, ship while she was passing through there. attending the loss of the British str. Douglas, went up the main rigging and just as we through the telegraph. Soon after that, I What experience have you had in our were going up it, the fore must went, carry- felt a slight humping. About 2.47 I re- rents there !- They have always been down Donglas & Co., one given in 1875 and one ing with it the main topmast. These were polved the order to stop the engines [ I see during the North-east moonsoon, and hip to the present date. Captain Toung has line, totally wrecked on the White Rocks, all passengers but myself, the second mate, stopped them then. I surmised the ship gradually took off as the monsoon broke

about S. by E., by compass. We kept about | part, and worked contrary to it;

not see the island. The ship was then thing was done that we possibly could do the Island we kept off the Island to give it steering S.S.W., by compass, We sighted both for the ship and every one on board. a good berth, I was on watch until eight find out?—Previously I had given up all the Lammocks about a couple of minutes By the President-I believe we took our o'clock. I was relieved for dinner by the hopes of her being saved. The wind was blowing from the N.E., a past Chapel Island. I don't know what We had passed Chapel Island before that, with the Captain !- Shortly after the ship and had set our course. We took our de- struck, just before daylight, after we had Do you know what the deviation is on S. parture from there when about six or seven | made the hull tight, and we then resolved the Captain, The Light bore S.W. 1 S. W. 1 S. Between 6 and 7 degrees East. miles off, and set our course S.W. 1 S., to walt until daylight. when I first sighted it. The course was again When I first sighted Lammocks Light I nothing west, compass course and when Findley Urquhart, sworn, said he was altered to S. by W. 1 W. These are all think we must have been about 20 miles the Island was bearing N. E. 1 N., or N. chief engineer of the Douglas, and held a compass courses. Soon after this the Light off. We were going 8 knots at 12 o'clock. by E., magnetic. Up till the time I left first class engineer's certificate. He had became obscured, and a few minutes past | Was the log hove at two o'clock !-No, the Bridge that course was not altered. been in the Douglas, two years and two one I again sighted it, and the course was Sir. It was our general custom to heave it When I left the Bridge, I told the third months. There were three engineers on officer the course to keep, to keep a good board. He kept the watch from 4 to 8, Why was it not have over that morning? look out, to call the Captain if he wanted the second from 8 to 12, and the third from become darker. The course was then again -We were close to the land, and I was on anything, and told him that we were to pass 12 to 4. He was woke by the engines altered to S. W. by S., which would take us the compass bridge, passing down orders to between Dansborg and the Three Brothers, being reversed, and get up and went on nearer the land. We kept that course until the man at the wheel. At two o'clock, the and gave him the distance to the Three deck, and before he get to the engine room, I sighted the North Rocks, or East Lam. Captain told me to go down and tell the Brothers. He said he knew the Three he knew the ship had either gone on shore mocks-I could not say which-a good bit, engineer to let her go ahead again for a bit. Brothers. The course was set about five or afruck something. There was a Scotch a little before, the beam. I could not say I took this message as the telegraph was minutes to seven o'clock; the ship was mist coming down at the time. Witness how far off we were. I could see the land standing at full speed. I only judge that I then going about eleven and a half knots, then detailed the stops taken by himself

but not make out what it was; there was a was 20 miles off the Lammocks from the full speed. The weather, at eight o'clock, and his engineers for the safety of the ship, mist over it. When I sighted this land, I time it took us to go down. We was clear, with a little rain at times; it and gave a short account of the events told the Captain, and he altered the course passed the Lammocks about 2.40. We saw was moonlight, and there was a strong which transpired between the time of the to S. W. & S. We continued on that course | the red light just after we had altered the | breeze blowing. When I went off the ship striking and the time they were taken until the North Rocks, or the land I had course to W. S. W. The red light was in Bridge we were 18 miles from Chapel off by the Haiphong, which agreed with the ings of it; it was before the beam. Very it again, was that the ship was drifting. I nese, Malays and Europeans, 64 all told, safety of the ship and crew. There were bringing us nearer the light. When the the two red lights. The Laurmocks were give the exact number, as the tickets of the bulkheads, and none in the others. By was altered to W.S.W. The intention of abaft the beam. There was no chart on until we got to Swatow. I believe the ly after the ship struck. It was half-past this alteration, so far as I could see, was to the bridge. I did not look at the chart go exact number might be learned by enquir eleven on Thursday forencon before any pass through the channel. At that time we ling through the channel, I have never ling at Foochow how many booked for were not more than a mile off the light. been through it before, but I had an idea Amoy, Swatow and Hongkong. There from the bottom of the ship. The engines were then going full speed. I in my mind of what it was like. I had my were five European passengers, making 125 The Court was at this stage cleared for a

had just got three steps to jump. the bridge when the course was altered to being made, and the crow were either

efficient goal-keepers for their sides, the ers were slightly on our port bor, pass bridge. The which were likely to be of use ready, or the Court wishes to take into consideration doing something else for the safety of Captain Young's services and what he has it well. Holworthy kicked off for Lawrie's struck. She grazed right up; there was a Did you both remain in the same position the ship. Everything that it was posside, and hard kicking on both sides sent sound as if she was sliding up something. until the ship struck !- No. Sir. The sible to do was done. At daylight, There was no violent shock. The Captain Captain left the lower bridge shortly after the Cheang Hock Kian came up from the and Glass and Dickson retired burt. Soon | was then on the upper deck ; he came on the course was altered to W.S.W. He Southward, and made an effort to commuafter this, Pedler, by a pretty dribble, the bridge. I then went to the ship's side, came up again directly the ship struck, nicete with us by means of a buoy and brought the ball into Wallace's territory; looked over and saw the rocks abeam, and Directly after the look-out man sung out, barrell, with lines attached, but owing to Court was adjourned until 2.30. but again the hard kicking spoiled all, and then went to the telegraph and stopped the I answered: 'All right,' and the Captain, the strong ourrent these were carried to the ball was sent behind. This was re- engines. There was no chance of backing who was on the hurricane deck, below the the Westward; they could not get them within more than two or three ship's minutes past three, the President read the Witness then corroborated the evidence was dissolved !either side. Edmonds kicked off, and of lowering a boat from doing so, and when line was in the chains ready to bend on, of the Captain and chief and second officers Lawrie's goal was immediately invaded. I saw this I followed, and assisted in pre- and the deep sea line was abaft the funnel, as to the other events which occurred during Thursday and Friday. The wind and number No. 84,357, Matthew Young, masshot from the right by Wallace; but the to the North Rocks, the weather was By Lieut Keigwin-I have been in the sea increased about eleven on Thursday ter, whose certificate of competency is North goal-keeper saved splendidly, and the ball darker. (Witness here showed on the chart Douglas a little over seven months. This night, and about that time the passengers 32,367, loft Amoy at about 5.80 p.m. on

to go, with the captain's permission, in the attended with a deplorable loss of life. Lieut Keigwin-When the Captain al- hope that the Haiphong would send off but none would go, so the Haiphong left officers with a view to the saving of life, and By the President When I first went out

posed as follows :- Commander R. Murray on to the main rigging and carried away held. I remained in the engine room until ship, one outside the wheel house, one man President; Lient. G. S. Keigwin, Navigat sengers were drowned at that time. Mr relieved by the second engineer. There the bridge; the side and most head lights ing Lieutenant of H.B.M.'s receiving ship Begley dropped off soon after, and as I was no water in the engine room up to that to be reported every half hour during the

and Captain John Hutchison, master of the followed me, and we got forward to the stoke hole, and he went on duty. He third officer the distance to the Three Bro-By Lieut. Keigwin-When I told the wheelhouse, where they were more com- remained in the engine room until one there, I thought he might see them, but I Mr F. A. O. Wilson, from the office of fortable. When the Haiphong came up, I o'clost, by which time the water was up to did not tell him how far off we might pass them. I told him we might pass from three to four miles off Danaborg.

When you went through this passage did the ship steer well 1-She steered well. What was your course usually when wo were off.

Did you notice at any time while the ship was on the rocks how her head was pointing !-About W. by S. 1 S. The sea and wind wore coming abaft the beam. Do you know who first led the way up

Do you think the presence of the officers in the rigging encouraged the passengers to go there?-No. I asked some of them to come down, and these were saved.

Did you notice any difference in the working of the fore part of the ship and Could anything more have been done that course until we sighted Chapel Island When did it first occur to you that the

You had taken no steps before that to

Did you have any formal consultation

statements of the previous witnesses. By the President-In his opinion everything was done that could be done for the five bulkheads in the ship in all. There were two sliding doors in the stoke hole his orders the doors were closed immediatewater came into the stokehole; that came

few minutes, and on its being reopened, the President announced that the Court was of opinion that unless Mr Wilson desired to offer any further witnesses, they would Mr Wilson said he had no desire to call

We determined to make the ship as secure Mr Wilson-I have not got them here, been on the coast for a number of years. The President Of course, in deciding,

> done as master before this disaster. Captuin Young said he had copies of his testimonials from former employers. It was then arranged that Captain Young's testimonials should be sent in, and the

> On the Court re-assembling at twenty following Ending, after which the Court

We find that the S. S. Douglas, official had to leave their cabins in the ait tween the 10th February last, bound for Swatow. I however, persisted in langing about the was in light trim, only having on beard a

That after leaving Amoy safe and proper courses were steered until the High Lam-

Douglas had gone through this channel be was not to send one off. They volunteered wreck, and that this was unfortunately That the remaining crew and passengers were rescued by the S.S. Haiphong and

doing anything. The second officer asked We are of opelion that the Master, see-Witnes-No. He took them from me- the Captain to go with them, but he re- ing the state of the weather at the time. mory. He never went off the bridge. He fused, and witness asked the chief engi- and not having verified his position, would had no compass beside him; there was only neer, but he also refused to leave the ship. have displayed more caution in not atone on the bridge, and that was on the Until they got on board the Haiphong, tempting to pass between the High Lamthose on board were very reluctant to launch | mocks and the White Rocks, and that have Do I understand you to say that from the a boat. The Douglas boat was stove in ing decided to ster between these, he

by all, the unfortunate loss of life would probably not have insued.

We have also examined the testimonials laid before us by the Master. After careful deliberation we consider that the Master is to blame, and we direct that his certificate be suspended for a period of four months from this date. Given under our hands, this 20th day of

> R. MURRAY RUMBEY, Retired Commander, R.N. President of Court George S. Krigwin, Navigating Lieutenant, R.N. THO. HAMLIN. Master, Brit. str. Anatisto J. HUTCHISON,

Master, Brit, str. Memling. The testimonials handed in by Captain Young cover a period of 16 years, and were one each from Messrs Olyphant & Co., Jardin-Laprait, Matheson & Co., and two from been a master since 1871. All the testi-

Court was convened in response to an of the hip, the second came down five minutes afterwards. The What was the watch at night 1—One tor.]

The domain agent are the second and the hip the second and the second and the hip the second and the s

BROWNIE,

TURING COMPANY, LIMITED.

of the Hongkong Rope Manufacturing Company, Limited, was held this forenoon at the office of the General Managers, Messra Russell & Co. Mr E. H. M. Hungtington halls of the hotel, but could find no trace trial. - Yours truly, presided and there were also present :-Mesara D. Gillies, C. D. Bottomley, J B. Coughtrie, C. A. Tomes, A. G. Morris, and A. E. Vaucher.

The Secretary, Mr R. Shewan, having road the notice calling the meeting.

The Chairman said - I suppose you have all seen the printed report. With regard to the two additional machines coming out por Galley of Lorne, leaving London early this month, I may explain that the reason for their increasing the out-turn much is that, making only a medium sized rope, they produce more weight of rope in proportion than the small sizes, although the number of cords may be equal; whi the spinning machine new in- use wil enough hemp for all. Mr A. M. Gubbay who is recommended for election to Consulting Committee in place E. E. Sassoon, is a partner in firm of Messrs E. D. Sassoon and Co. and is expected here shortly from India. beg to move the adoption of the report and the statement of accounts as printed. - Mr Bottomley seconded and the motion

which was carried unnimously. The Chairman then proposed the election of Messra Bottomley, Gillies and Gubbay, as Committee for the current year. The motion was seconded by Mr Coughtrie and adopted, nem. con.

Mr Gillies-I have pleasure in moving that Mesers T. Arnold and G. S. Coxon bu elected auditors of the Company. Mr Vaucher seconded, and the motion was also unanimously carried. The Chairman intimated that the divi

dend warrants would be ready on Monday and the proceedings terminated.

#### Police Intelligence. (Before A. G. Wise, Esq.) Friday, February 19.

THE CHINESE PIRACY AND MURDER CASE. Wong Akin, alias Cheung Ayo, 50, seaman, was charged on a warrant issued by order of the Officer Administering the Gov. ernment, with piracy, within the jurisdiction of the Emperor of China.

Chong Shing, P.C. 175, deposed that by virtue of the warrant produced he arrested the defendant at noon yesterday in the Magistracy compound. Witness believed defendant to be the Chang Yeh mentioned in the warrant. The case was remanded till Monday next at 2.15 p.m.

(Before N. G. Mitchell-Innes, Esq.) Saturday, Feb. 20th.

RETURNING FROM BANISHMENT. Li Ayau, an old offender, who was banished from the Colony in December last, was convicted of returning from banishment on the 19th inst., and was sentenced to six months' hard labour.

charge of stealing a silver hairpin from the person of Fung Ruk, a widow, on the 20th hard labour.

and acting as watchman for a gambling the heart, so as to make the breathing diffi-

fendant at the back door of a gambling constant pain in the abdomen. All prehouse at No. 29 Centre Street, where he scribed remedies failing to give relief a conwas acting as watchman: The Sergt, had sultation was held, when it was decided seen the defendant acting in the same ca- that the patient had a cancer in the stopacity several times previously but he had | mach, and, in order to save the patient's always escaped into the house.

· Defendant was sentenced to two months' the execution of their duty.

DISORDERLY CONDUCT AND ASSAULT. the 20th inst.

witness estimated at \$5.

he was cleaning his ricksha when com-

hard labour, and 83 compensation to com- cases is too voluminous to be published plainant; in default a further three weeks here, but those who read the publishers hard labour.

# THE FIRE AT YOKOHAMA.

gives the following account of the fire which prietors, A. J. White, Limited, 17, Faroccurred in Yokohama on that date :--

Early this morning the premises occupied by Messer Fariari & Co., photographers Crofton, Christian Co., Ky., U.S.A., and stationers, Mr H. Ivison, compradore, and the Windsor House, were destroyed by fire the total loss being at present estimated | Walker, last January was confined to her to amount to between sixty and eighty thou- bed, and had been for twelve months, was sand dollars. The fire started in the studio | under treatment of three eminent physiof Messrs Farsari & Co. about four o'clock, cians, who said she had Consumption and and under the influence of a moderate nor- | Heart Disease. The doctors and all that therly gale leaped, in a moment almost, saw her said she was bound to die. But I across to the north corner of the Windsor persuaded her to take your Seigel Curative House, spreading with equal rapidity over Syrup, and after having used two and a the whole of that large building. The flames half 60 cf. bottles she was restored to perwere observed from the watch tower of the feetsweeth wand said she felt better than Yokohama Fire Brigade station before the she had for five years. My, daughter is receipt of any report from the scene of the now living and enjoying good health, but occurrence, and the tank engine instantly had it not been for your medicine she would started for the Bund under the charge of Mr | have been now dead .- Yours, &c., Morgin, superintendent of native engines at the station. It was at once evident on the arrival of this engine that nothing could be rah F. Walker, Crofton, Ky. done on the windward side of the burning premises, and the efforts of the firemen were | please do so : if not, give it to the waste directed to preventing the fire from spread- basket. ing to the premises of Cobb and Company and the Grand Hotel. The 'Relief' fire engine was promptly on the spot, followed Mr W. Bouchier, Kallmost immediately by the 'Victoria,' and sends the following: under the orders of Mr W. C. Bing, Captain of the 'Relief' Company, both Japanese and foreign firemen worked with a will to save the lives of those in the Hotel. In spits to add my testimony to the wonderful effects of the efforts of the brigades, the flames of Mother Seigel's Curative Syrup. For a spread ultimately to the premises of Mr period of eight years I suffered from a Ivison, which were completely gutted. So severe cough and indigestion, with frequent far as is known only one life was lost, and attacks of rheumatism; and for eleven even on that point some doubt exists. At months I was under medical treatment. the time of our going to press Mr Wolff, re- without deriving the slightest benefit. The

of fire. Mrs Wolff, however, objected to look out of one of the windows,

and at once informed her husband that the premises of Mesers Farsari were on fire. From that moment the flames seemed to advance with lightning rapidity, property is, as we have already indicated, Yours truly, very large. Mossra Faraari & Co. were insured in two offices, the China Fire and Singaporo Insurance Company, for about 85,000 : Bud the Windsor House was covered in four offices, the Queen, Phoenix, North British and Mercantile, and South tries and places :-British, the total amount being \$31,600 but Mr Wolff estimates the full loss at 250, Not a stick was saved from either of \* Belgium. the two buildings. Mr Ivison's insurance \* Bermuda policy, we believe, had expired, and was to to have been renewed to-day. Crows were sent on shore from the American, British, and French men-of-war, which rendered valuable assistance to the shore brigades, and it was only by continued and strenuous | \* Cyprus. exertions that the flames were fought back | Denmark.

mains of the photographic premises, or of the Windsor House and Mr Ivison's, but the walls. The rains of the properties destroyed by the fire continued to burn all the next day, but the police watched the debris closely to prevent the possiblity of the flames break ing out again. The origin of the fire still unknown, though it is generally belieed that it may safely be attributed to the

A FATAL MISTAKE IN AMERICA

chemicals used in the photographic studio.

The Cleveland (Ohio, U.S.A.) Press, Feb. 23, 1883, publishes an account of a fatal surgical operation which has caused a great commotion among medical mon throughout the whole country, Dr. Thayer, the most eminent surgeon in Cleveland pronouncing it scandalous. It appears that a Mrs. King had been suffering for many years with some disease of the stomach which had resisted the treatment of all the physicians in attendance. The disease commoneed with a slight derangement of the digestion, with a poor appetite, followed by a peculiar indescribable distress in the stomach, a feeling that bas been described as a faint 'all gone' sensation, a sticky slime collecting about the teeth, causing a disagreeable taste, especially in the morning. the same payee, by the same mail. This sonsation was not removed by food. but on the contrary, it was increased. Tho eyes then became tinged with yellow, and feet became cold and sticky-a cold perspi- Guide. ration. There was a constant tired and ficult to procure a movement without a Agencies of the Hongkong Post Office. cathartic. Soon followed a disposition to spit up the food after eating, sometimes in places by means of Postal Notes. See separate Li Ku Tai, described as a butcher, was a sour, fermented condition. All this de- potice or the Postal Guile. charged with being a rogue and wagabond rangement caused a terrible palpitation of

cult. Finally, the nationt was unable to Acting Sergt. Duncan arrested the de- retain any food whatever, and there was life, an operation was justifiable. According, on Feb. 22, 1883, the operation was hard labour for obstructing the police in performed by Dr. Vance, in the presence of Dr. Tuckerman, Dr. Perrier, Dr. Arms. Dr. Gordon, Dr. Lapuer, and Dr. Halliwell, of the Police Board. The operation Hung Fat, a chair coolis employed by Mr | consisted in laying open the cavity of the Cattaneo, was charged with disorderly con- abdomen and exposing the stomach, bowels, duct and assaulting William Schmidt, liver, and pancreas. When this had been gunsmith, and damaging his clothing, on done, an examination of the organs was made, but, to the horror and dismay of the Mr Schmidt's evidence was to the effect | doctors, there was no cancer to be found, that at 8.30 this morning he was at Bea. The patient did not have a cancer. When consfield Arcade and saw the defendant too late, the medical men discovered that wiping his nose on the verandah pillars. they had made a terrible mistake. They He remonstrated with defendant and push- sewed the parts together and dressed the ed him away. Defendant then ran into wound that they had made, but the poor the house and brought out the carrying woman sank from exhaustion and died in a pole produced, with which he tried to strike few hours. How sad it must be for the Witness got close up to him and husband of this poor woman to know that drove him into a corner, whereupon de- his wife died from the effects of a surgical fendant seized him by the whiskers and operation that ought never to have been elsewhere, causing him much pain and tear- performed. If this woman had taken the ing witness' trousers, the damage to which proper remedy for dyspepsia (for this is what the disease really was), she would Defendant stated that he was beaten by have been living to-day. Seigel's Curative complainant ten days ago and this morning Syrup, a remedy made expressly for dyspepsia or indigestion, has restored many plainant pushed him, and he pushed him such cases to perfect health after all other kinds of treatment have failed. The evid-Defendant was fined \$5, or a month's ence of its efficacy in curing this class of evidence in favour of this dyspeptic remedy do not question its convincing nature; and the article has an extensive sale. by all Chemists and Medicine Vendors The Japan Daily Mail of the 8th instant throughout the world, and by the pro-

ANOTHER CASE IN POINT.

ringdon road, London, E.C.

January 5th, 1882. Dear Sir,-My daughter, Sarah F.

(Rev.) M. MELTON. Anyone doubting this can write to Sa-N.B. -If you think this worth printing.

PRONOUNCED HOPELESS BY FOUR DOCTORS. Mr W. Bouchier, Eastover, Bridgwater,

West Quay, Bridgwater, December 21st 1883. 'Dear Sir,-It afford me great pleasure sident proprietor of the Windsor House, last four doctors I was under assured me the Chine Mail has been printed in PAM-believed that one of the boys of the hotel that mine was a hopeless case, and gave PHLET FORM and is now on Sale, was missing and conjectured that he had me up as incurable. About that time I Price, 30 Cents. been surprised by the smoke and suffocated heard of Seigel's Syrup, which I was inin the confusion. Fortunately this is the duced to try, and through its pie, I am

only instance of life being lost, and even | thankful to say, I quickly got restored to that, as we say, is dubicus. Some thrilling | health, and am new able to follow my usual incidents are told in connection with the occupation. I may say that whenever I The Second Ordinary General Meeting removal of the large number of residents in feel the least symptom of my old comthe Hotel. Mr Wolff, who slept in a room plaints I at once take a few doses of the fronting to the north, was awakened by a Syrup, which quickly sets me all right. I strong smell of smoke, and at once reseand send you this in the hope that other autierpassed along several of the corridors and ors may be induced to give the Syrup a (Signed) WM. RENDALL.

AFTER MANY YEARS. Whittle-le-Woods, near Chorley. December 26th, 1883.

Dear Sir,-Mother Seigel's medicine and it was only by dint of almost apportu- sells exceeding well with us, all that try it man exertion that the firemen and those speak highly in its favour. We had a case assisting them got the lady inmates out- of a young lady that had been troubled side. In the prevailing confusion it is many years with pains after eating. She little short of miraculous that serious loss tells us that the pains were entirely taken of life did not take place. The damage to away after a few doses of your medicine.

Money Orders. 1.-Money Orders are issued at Hong-

kong and Shanghai on the following coun-\* Lagos. \* Madeira. \* Mauritius. \* Natal. \* Newfoundland New South Wales. \* Cape Colony. North Borneo. Ningpo. (Constantinople). \* Norway. Port Darwin. \* Portugal. from the posting premises of Messrs Cobb | \* Egypt. Queonsland. & Co. and the Grand Hotel, the blackened | Falkland Is. \* S. Heloua. \* Soycholles. masonry and blistered and charred woodwork strikingly illustrating the danger in | \* Gambia. Shanghai. which they had been placed. Nothing re-Sierra Leone. South Australia.

Straits Settlements. Hankow. Swatow. Hawan. \* Sweden. Holhow. \* Switzerland. Hongkong, Tasmania. United Kingdom. Honduras. (Br.). \* United States. Victoria. Western Australia

\*West Indies (British Danish, and Dutch) 2-Orders on the Countries marked \* are forwarded through the London Post Office. and are paid less a small discount of about 2d in the £1, for which the remitter should All such orders must be expressed in British currency

3.-The commission charged is as follows. according to the currency the Order is Up to £ 2, or \$10, or R 20,....0.20 cents. £ 5, or \$25, or R 50,.....0.40

£ 7, or \$35, or R 70,.....0.60 £10, or \$50, or R100,.....0.80

-No Order must exceed £10 or \$50 anless drawn on India, when R150 is the limit), nor will more than two such Orders be issued to the same person, in favour of o.-Monoy Orders on the United King-

dom for sums not exceeding £5 are granted by means of Postal Notes, as to which see were sunken. After awhile the hands and separate notice or the Hongkong Postal

6.—Sums not exceeding \$50 may be relanguid feeling. Then followed a dreadful mitted between the Ports of China by nervousness, with gloomy forebodings. means of Postage Stamps, subject to a When rising suddenly there came a dizzy charge of one per cent, for cashing them : feeling like vertige. After a time the or Money Orders can be granted at Hongbowels became costive, so that it was dif- kong or Shanghai on Ports where there are

+ Small remittances can be made to thes

# Government Notification.

HARBOUR DEPARTMENT. The following Rules regarding signalling at the Peak are published for general in-

By Command, FREDERICK STEWART. Acting Colonial Secretary, Colonial Secretary's Office. Hongkong, 17th February, 1883.

SIGNAL STATION, VICTORIA PEAK, HONGRONG. 1823 Feet above Sea Level. 1. The Union Jack will be hoisted at the

Mast Head when any vessel is being 2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Offing will be repeated. 4. When Signalling to Men-of-War in the Harbour or in the Offing, a White En-

sign will be hoisted at the Flagstaff, and at against FIRE at Current Rates. the Mast Head of the Man-of-War. 5. When a Steamer, or the smoke of a

Steamer, is sighted, the Compass Bearing

at the Yard Arm, and Distance off at the

Mast Head, will be hoisted. If, when the vessel is made out, she is not a Mail Steamer, the Vessel's Distinguishing Flog will be substituted for the Compass Signal, and it will be kept flying until the Ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out. 6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign. with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hauled down.

The Ball and Engin will be kept up until the ressel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at those times. When the vessel is between Green Island and the North Point of Hongkong the Distance Signal will be hauled down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, a red light will be exhibited at the West Yard Arm, or a green light at the East Yard Arm until she

7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball or the Flag alone will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Yard Arm.

Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Flags. H. G. THOMSBET, R.N., Harbour Master do.

# Mr. Andrew Wind.

NEWS AGENT, &C. 21. PARK ROW, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Review.

THE REPORT OF THE TRIAL OF LOGAN AT CANTON that appeared in the Chine Mail has been printed in PAM-

Hongkong, October 3, 1883.

### To Let.

TO LET.

FURNISHED HOUSE at the PRAK Apply, by letter, addressed

ofo. China Mail OFFICE. Hongkong, February 10, 1886.

THE PEAK. DUNGALOW at Mount Kellet. Pive D BOOMS, TENNIS COURT, &c., &c.

For 1846 or longer if desired. JOHN D. HUTCHISON. Hongkong, Spitember 17, 1885. 1625.

TO JET.

FIVE-ROOMED HOUSE at the PRAK. Good TENNIS GROUND attached.

DENNYS & MOSSOP. Hongkong, January 28, 1886.

TO LET. ITHE HOUSE In CASTLE ROAD NO. Apply to the SPANISH PROCURATION, No. 14. Came Road. Terms moderate. Possession on the first of the month. Hongkong, February 6, 1886.

TO LET. COLLEGE CHAMBERS' (late HOTEL DE L'UNIVERS), Single Rooms or SUTTES OF APARTMENTS. TWO Furnished BUNGALOWS, POR-

No. 8, SEYMOUR TERRACE. Apply to

DAVID SASSOON, SONS & Co. Hongkong, February 16, 1886.

TO BE LET. HOUSE in RICHMOND TERRACE, con-

A taining Four Good Booms, Dressing Room, Three Bath Rooms, and very convenient Out Offices. It is pleasantly situated, is cool in Summer, and commands a fine sea view.

Apply at THE HONGKONG DISPENSARY Hongkong, January 30, 1886.

TO LET. 3, MORRISON HILL Entry, 1st March.

G. C. ANDERSON 13, Praya Central. Hongkong, February 2, 1886.

### Insurances

THE STRAITS INSURANCE COM-PANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are repared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1883. SINGAPORE INSURANCE COMPANY,

LIMITED. HEAD OFFICE-SINGAPORE.

TE are prepared to GRANT POLICIES following hours:—This Time Table will VV against FIRE on usual terms at take effect from the 20rs October, 1885. Current Rates. All Contributors of business, whether Shareholders or not, are entitled to Share in the

ADAMSON, BELL & Co., Hongkong, July, 1885.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure GILMAN & Co.

Hongkong, January 1, 1882.

COMPANY.

LANCASHIRE INSURANCE

(FIRE AND LIFE.) CAPITAL, TWO MILLIONS STEELING.

THE Undersigned are prepared to grant Pomores against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms

Proposals for Life Assurances will be received, and transmitted to the Directors If required, protection will be granted on MALTA, MARSEILLES, GIBRALTAR, turn Passage Orders, available for one year, Larebog Plangeometri. first class Lives; up to £1000 on a Single

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

THE LONDON ASSURANCE

Hongkong, January 4, 1867.

INCOMPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :---2nd March, at 4 p.m. Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports

of India, China and Australia. Fire Department. Policies issued for long or short periods a surrent rates.

Lafe Department. Policies issued for sums not exceeding I route vid Colombo. £5,000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

NOTICE. QUEEN WIRE INSURANCE COM-PANY,

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent not premium per annum.

NORTON & Co., Agenta. Hongkong, May 19, 1881.

Intimations.

DENTISTRY. FIRST CLASS WORKMANSHIP MODERATE FEES.

MR. WONG TAI-FONG. Surgeon Dontist (FORMERLY ARTICLED APPRENTICE AND LAT-THELY ASSISTANT TO DR. ROGERS.)

T the urgent request of his European MADRAS, CALCUTTA, ADEN, SURZ A and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Roomes, No. 2, DUDDELL STREET.

CONSULTATION FREE Discount to missionaries and families.

Solo Address 2. DUDDELL STREET. (Next to the New Oriental Bank.) Hongkong, January 12, 1885.

NOTICE. HONGKONG AND WHAMPOA DOOR COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be athand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, wil

receive prompt attention. In the Event of Complaints being found necessary. Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction. D. GILLIES,

Secretary. Hongkong, August 25, 1885.

GRIFFITH'S VIEWS OF HONGKON

NOW READY, 1, DUDDELL STREET

GRIFFITH & Co., MANUFACTURERS OF THE LONDON ERATED WATERS.

1. DUDDELL STREET, Continue to Supply: LEMONADE. WATER. GINGERADE. Tonio RASPBERRYADE, &c., &c., SARSAPARILLA 11 At the same Moderate Charges.

Hougkong, June 9, 1885. CHAS. J. GAUPP & Co., Chromometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. AT AUTIOAL, SCIENTIFIC A METEOROLOGICAL

INSTRUMENTS. VOICTLANDER'S. CELEBRATED: BINOOULARS AND TELESCOPES RETCHTE'S LIQUID AND OTHER COMPASSI ADMIRALTY & IMRAY CHARTS NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WAS

Christoffe & Co.'s ELECTRO-PLATED WARI GOLD & SILVER JEWELLERY. in great variety. DIAMONDS

DIAMOND JEWELLERY. A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 74 WINTER TIME TABLE

THE KOWLOON FERRY. STEAM-LAUNCH MORNING STAR Runs Dally as a FERRY BOAT between Peddar's Wharf and Tsim-Isa-Tsur at the

WEEK DAYS. BUNDAYS. Leaves K'loon, Leaves H.K. Leaves K'loon, Leaves H.K. 6.15 A.M. 7.15 A.M. 6.15 A.M. 7.15 A.M. 8.00 , 8.30 , 7.30 , 8.00 , 8.50 , 9.00 , 9.00 , 10.15 10.45\* , 12.30 P.M. 12.30 P.M. 1.00 P.M. 2.30 5.10 , 5.25 , 5.45 5.40 , 6.15 , 6.40

6.15 , 6.40 , 7.00 \* There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.



STEAM FOR RE. PENANG. COLOMBO ADEN. SUEZ. PORT SAID. BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

BOMBAY, MADRAS, CALOUTTA, AND Europe. AUSTRALIA. N.B.—Cargo can be taken on through Bills of Lading for BATAVIA. PERSIAN

AND BOSTON. SPECIE ONLY LANDED AT PLYMOUTH,

Cargo will be received on board until 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing. Silk and Valuables for Europe will be transhipped at Colombo: Tes and General Cargo for London will be conveyed vid Bombay without transhipment, arriving one week later than by the ordinary direct

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STRAM NAVIGA-496 TION COMPANY's Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their bag-

pany's Office V.B.—This Steamer takes Cargo and Pasongers for MARSSILLES A. McIVER, Superintendent. Hongkong, February 17, 1886.

Mails.

NOTICE COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA. COLOMBO PONDICHERRY. PORT SAID: MEDITERRANEAN AND BLACK SEA PORTS. NAPLES MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA

BORDEAUX, LE HAVRE, DUNKIRK LONDON AND ANTWERP N TUESDAY, the 23rd February, 1880, at Noon, the Company's 66 S.S. DJEMNAH, Commandant VAQUIER. with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the

above places.

Cargo and Specie will be registered for Finnigan, J. London as well as for Marseilles, and nocepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until Gerard

p.m., Specie and Parcels until 8 p.m. on the 22nd February, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are re-For further particulars, apply at the Kusiner, A.

Hongkong, February 10, 1866.

G. DE CHAMPEAUX

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

THE OVERLAND RAILWAYS, ATLANTIO & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIO, will be despatched for San Francisco, via Yokohama, on TUESDAY, the 23rd Connection being made at Yokohama. with Steamers from Shanghai and Japan All Parcel Packages should be marked to | C. F. Sergeant

address in full 1 and same will be received

at the Company's Office, until 5 p.m. the day provious to sailing. RETURN PASSAGES. - Passengers. who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year. will be issued at a Discount of 25 % from Return Fare. These allowances do not apply

to through fares from China and Japan to Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices

addressed to the Collector of Customs, San Francisco. . For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central: Hiram Emery C. D. HARMAN.

Hongkong, January 30, 1886. U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING

AT YOROHAMA, AND SAN FRANCISCO. THE U. S. Mail Steamship CITY OF Bucapesti Hirlap. RIO DE JANEIRO will be despatched for San Francisco, via Yokohama. on THURSDAY, the 4th March, at'S p.m.,

taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for trans- Dumfries and Galoway Conrier and Herald. portation to Yokohama and other Japan Electromagnetische Telegraph Ports, to San Francisco, to Atlantic and Elgin Courant & Courier, Inland Cities of the United States, via Over- Etudes sur la Litterature land Railways, to Havana, Trinidad, and Export. Demerara, and to ports in Mexico, Central and South America, by the Company's and

connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers RETURN PASSAGES. - Passengers, who have paid full fare, re-embarking at San Hoboctn. Francisco for China or Japan (or vice persa) Hull News. within six months, will be allowed a discount | Il Secolo. of 20 % from Beturn Fare; if re-embarking Journal de St. Petersburgh. within one year, an allowance of 10 % will Journal of Commerce. be made from Return Fare. Pre-Paid Re- La Revne du Portugal et des ses Colonies. will be issued at a Discount of 25 % from | Le Bosphere Egyptien. Return Fare. These allowances do not apply

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until Moonshine. GULF PORTS, MARSEULES, 5 p.m., same day; all Parcel Packages Natal Witness. TRIESTE, HAMBURG, NEW YORK should be marked to address in full; value Nationaltidentic. of same is required. Consular Invoices to accompany Cargo destined to ports beyond San Francisco THE PERINSULAR AND ORIGINAL STEAM should be sent to the Company's Offices in Photograph (May and Baby),
NAVIGATION COMPANY'S Steam-ship Sealed Envelopes, addressed to the Collector Pulman's Weekly Nows.

THAMES, Captain W. A. SEATON, with of Contoms at Ban Francisco.

Semples of Contoms at Captain. Her Majesty's Mails will be despatched For further information as to Passage from this for LONDON, vid BOMBAY and Freight, apply to the Agency of the and SUEZ CANAL, on TUESDAY, the Company, No. 50a, Queen's Road Central.

O. D. HARMAN Agent. Hongkong, February 13, 1886.

Not Responsible for Debts.

Meither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crow of the following Vessell, during their stay in Hongkong Harbour: CARONDELET, American ship, Capt. W. Stetson. - Messageries Maritimes. Frontice, German brig, Captain Möller - Wieler & Co. Groros, British barque, Capt. William gage can do so on application at the Com-Grant -- Captain .-SOUTHERN CHIEF, American ship, Capt.

Ross Captain. Tarontow, British steamer, Captain J Newton -- Luen Fat Hong.

POST OFFICE NOTICE. Unclaimed Correspondence, Feb. 19 1686.

1 Lesidaner L.P. Adamson Jas. Leinel, A 1 regd.Lavy, O. Ajum, I. regd.Lowis, W. E. regd. Li Poo 1 regd Loy Heng 1 regdinanclesco, J. McCegg, L. B. McCandliss, Dr.H.M. Melville, Miss E.2 Bronner, B. rogd Miller, P Buck, Mrs. Mollison, W Moncet, P. Nicod, Dr L Ong Leanco Prehn, M. Chapman, F. Chung Hong Hoil Preller, C. A. Quintes, F. M. Ramleh, Mrs. C. 1 Ramsav. Reed, G. W. 1 Bows, A. W. Ruben, I. Schmidt, G. Short and Short pt. cd. Shang Yuon 1 Silva, Exolina Stephenson, J. J. lpt. od. Cargo will be received on board until 4 Grienberg, Lens 1 regd. Toppin, Jas. Trinberg, A. H.K.& Canton Tulloch J Turton Rev. J. B. Vicers, Lieut. W. H. Warner, Mrs. E. 1 Wickland, Jno. 1 Wilkinson Jas. 1 I Win Tang Sing 1 Lawrence, Mrs !-

DETAINED.

Woodyear Circus 6

Yin Bo Tong 1 regd.

Maher, Capt. Jas., Shanghai, 1 letter. Broomfield, Miss E. M., Kenh, 1 parcel. Bruce, R., Hoihow, 1 letter. Butt. Rob., Shanghal, I letter. Driscoll, T. N., London, I parcel Gunnell, Mrs H., London, I parcel. Hopkins, Lavinia, Shanghai, I letter Titheridge, Miss O., Portses, 1 parcel.

Lawrence, J. B. 1

Woog Lai Song, Shanghai, I letter, For Merchant Ships. fets. Pap. J. B. Newcomb Kirane, s.s. Kennett, s.s. Lady Herewood I Altonawa, s.s. Lottie Fairfield Belltuk, 8.8. M. Lebenon 2 Marths Davis Mary Austin, s.s. J Melbrek Biono Mood, s.s. 1 regd, Mercur Mossor Mary Stowart Natal s.s. I Nelbeck Newsia Nicoya Oberon : Pelo Cotterdin Palmyrs Consin Arabee, F. s. 2 Parthian ... Port Phillip, s.s. 2 regd. Randes 1 Rebers Dake of Abarcorn10 6 Richard Parsons 1 regd.Royal Sovering 11. H Sharp-shooter Sin Koga Siton, s.s. South American Bouthern Chief St. David Stratbairly, s.s. 1 T. D. Petera 2 Thy Sing Unicorn.

Wellfoot, s.s. Books, etc. without Covers. A Monthly Letter to the Royal Navy, &c.

Venice, z.s.

Wallate.

Adam and Adamile (Bk.) Annales d'Oculistique, Army Circulars 1865. Beilage der Züricher Post. Beliest Banking Co., Ld. Blessed Hope. Br. Med. Journal. Brisbane Courier

Ingehorg, s.s.

Christian Commonwealth. Christmas Cards (from H. F. Strut). Colonial Trade Journal. Convention Télégraphique.

Field Exercise, 1884. Flenr de Vertn. Gaceta de Madrid Glasgow Wookly Herald Giasgow Waskly Mail.

to through fares from China and Japan to Liverpool Weekly Mercury. Mission Field

> Newcastle Weekly Chronide. People's Friend Patit Roscray

Samples of Oil Cloth. Scott's Code. Sunday Horald Tre Lithurgies. Times Violette Blene.

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LANE, CRAWFORD & Co.

Printed and published by Gso. MURRAY BAIR & Bus Office Store Course NO. 2 Wyndham Street, Hongkong.

Hongkong, August 20, 1884